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Kowloon ... dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.37
Yamati ... dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.47
Shatin ... dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.59
Taipei ... dep.	7.17	9.52	11.03	12.34	1.53	5.08	6.08
Taipei Market ... dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.12
Fauling ... dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.23
Sheng Shui ... dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.27
Shum Chun ... arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.37

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.22	8.06	10.37	11.40	2.58	4.38	5.12
Sheng Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19
Fauling ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23
Taipei Market ... dep.	7.48	8.29	10.58	12.02	3.21	5.01	5.23
Taipei ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37
Shatin ... dep.	8.00	8.47	11.18	12.21	3.40	5.23	5.50
Yamati ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02
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[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 10th.
The Association League thus early begins to shape itself, and it is not improbable that the four clubs best situated now may be found occupying their present positions at the close of the protracted campaign. Rangers, Airdrieonians, Hibernian, and Celtic not only lead, but none of the four has yet been defeated. Rangers were not engaged in the League last week, but it is significant, even ominous, that the other three all won on the grounds of their opponents. The leading game was at Aberdeen, where Celtic were the visitors, and the Glasgow club registered what may without exaggeration be termed the most notable victory of the present campaign. It is true that Aberdeen had not previously marked a victory, but recent importations were believed to have strengthened the side, and only a fortnight before on the same ground Rangers were fortunate to succeed by the barest possible margin. Celtic won by the substantial margin of 4 goals to none, after an exhibition of football superior to any seen in the North for several seasons. In the face of such a victory there will be a general revision of the depressing view taken of the prospects of the famous Parkhead club, and the competition will gain immensely in interest by the apparent return of Celtic to old-time power. Airdrieonians, last year's runners-up in the League and Scottish Cupholders, maintained prestige and promise by taking both points out of their visit to Rugby Park, Kilmarnock. The Edinburgh clubs were both successful. Hibs were at Perth, and Hearts showed much improved form against Morton. Aberdeen, 9; Celtic, 4.
Hearts, 5; Morton, 1.
Kilmarnock, 2; Airdrie, 3.
Motherwell, 1; Ayr, 1.
Partick, 3; Hamilton, 0.
Raith Rovers, 2; Falkirk, 0.
St. Johnstone, 2; Hibs, 3.
St. Mirren, 2; Dundee, 1.
Glasgow Cup—First Round.
Clyde, 0; Rangers, 1.
Queen's Park, 0; Third Lanark, 1.

CRICKET.

What will always be remembered as a dismal and uneventful cricket season is now closed. Inaugurated under depressing weather conditions, there were very few days on which the climate was really congenial. Last week the principal matches were those in connection with the concluding stage of the Western District Union Championship competition, in which Kelburne, Edlington, and Drumpellier all had a chance of winning the honour. As events turned out Kelburne, no doubt as most anticipated, achieved this distinction, and thus the Western Union, like the Scottish Counties competition, furnishes a new champion. The Paisley club's victory over Clydesdale was typical of their work all season—consistently level batting, brilliant bowling, and excellent fielding.

REMARKABLE GOLF.

The outcome of the match between George Duncan and Macdonald Smith, which ended at Glenheggs in a substantial victory for the Scots-American player, will probably stimulate the feeling of keen rivalry which has grown up since the war between the golfers of Britain and America. In this country for a long period followers of the game were treated to many excellent displays by the leading professionals in exhibition matches. The Open Championship and one or two events of lesser importance provided an element of strenuousness which was rarely associated with the frequent exchanges between the great players who then monopolised the honours of the links, however well they performed. All that has been changed by the advance of the American professional golfer to a position of equality, if not indeed of superiority, to the best exponents of the game on this side of the Atlantic. The American menace to our old supremacy is not the shadowy thing it once was; and the latest exposition of its reality in the form of Macdonald Smith's band some win over Duncan cannot be very palatable to those who like to see British golf in the ascendant. But he has been enough in America to have acquired the art of winning, which now-a-days must be allied to mastery of the technique of the game if the player is to remain in the front rank. The match had probably more brilliant gusts of dazzling golf than almost any other that can be recalled in recent years. The fortunes of the contestants underwent frequent changes throughout, and rarely has so remarkable a sequence of superbly played holes been recorded than Duncan's outward half of 32, followed by Smith's inward half in an equal number of strokes. The pace was too hot, however, even for the devastating Duncan, and he went down in the last round when the match was three holes from home. Yet who among British professionals could have done better against such golf as was achieved by the winner in his magnificent and consistent display, bordering almost on the phenomenal, it would not be out of place to append to the verdict a "rider" that his victory was somewhat the product also of a failure on the part of his great rival to maintain the almost breath-exhausting pace which he himself set up—this almost entirely on the putting greens. Had Duncan putted decently on the last round, it must be owned, the result would have been entirely in doubt.

(Continued on next Column.)

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SATURDAY, 1st NOV.
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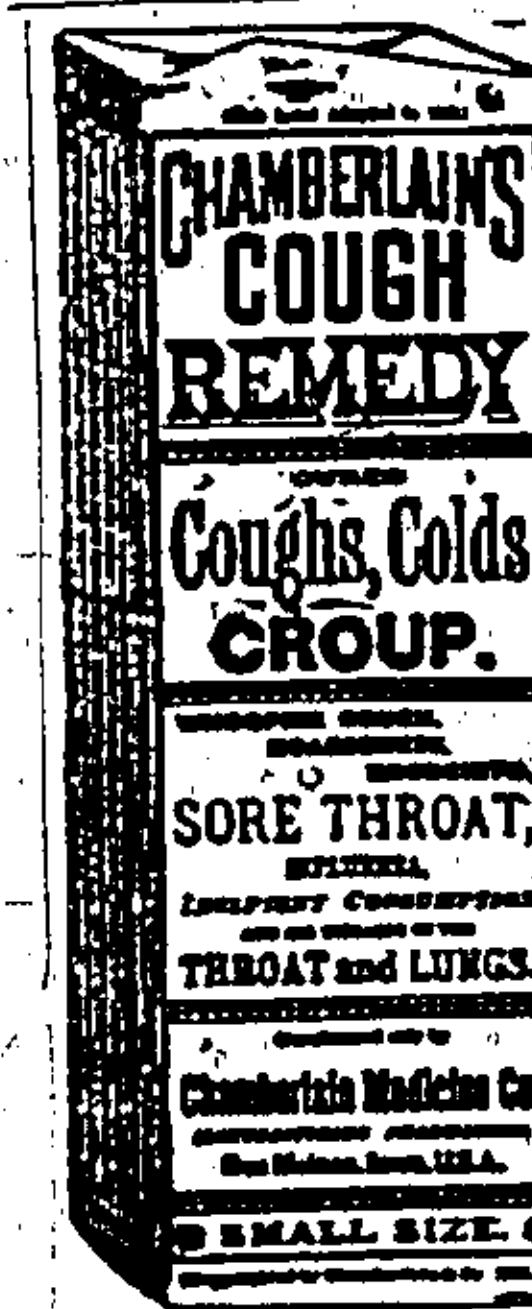
BOYS' GOLF CHAMPIONSHIP.

It has become the fashion to sound a rather lugubrious note over the decadence of the British race in sport of various kinds. The Jermians, however, have not found much of a text in the display of golf given by the boys who at Coombe Hill have been deciding the junior amateur championship. Not only has the golf played by these lads been exceedingly high-class, but a large proportion of them showed splendid resources in difficulties and a spirit worthy of the best traditions of the royal and ancient game. Scotland has particular cause for gratification in the result of the championship and of the international match. The new champion, E. W. Peattie, of Cupar, is not only a "bonny fighter," but an accomplished golfer. The final between him and the French lad, Pierre Manuevier, was worth it not at all. Andrew's, Prestwick, or Hoylake—productive of better golf than has been played in many an Amateur Championship final. The Scottish lad won because he had the power generally of keeping a better line from the tee than Manuevier. The latter is a mighty hitter, with shoulders reminiscent of Mr. Edward Blackwell, but his very power to send the ball a long way added to his troubles when he got off the fairway. It must be said, however, that his recoveries were extraordinarily fine, and his evil fortune in getting an almost unplayable lie in a bunker at the last green aroused well-deserved sympathy, for throughout the match he had shown the finest of sportsmanship. Peattie, I believe, is only 18, so will have the opportunity of defending his hard-won honour when the championship is played in Scotland next year.

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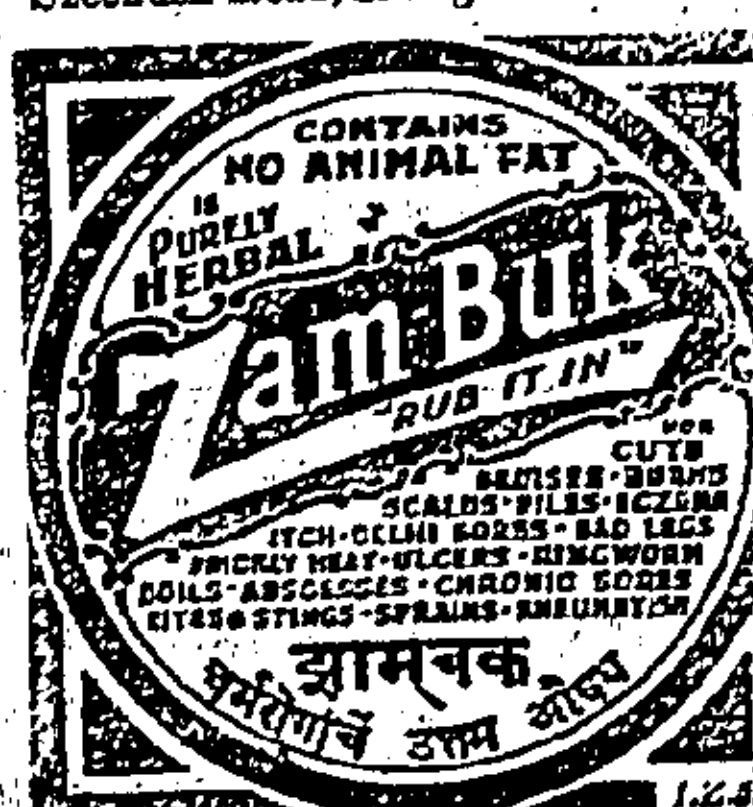


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THE FINANCES OF THE STRAITS SETTLEMENTS.

THE POSITION SOUND.

H.E. the Governor of the Straits Settlements delivered his annual address to the members of the Legislative Council, last week. Following is the opening paragraph of the address:—

When I addressed you last year I described our financial position as sound, and I feel that I shall be able to satisfy you that it is to-day quite as sound as it was a year ago. My forecast of the position at the end of the year 1923 was that the assets of the Colony would exceed its liabilities by some \$50 million, of which some \$49 million would be liquid. The actual position at the end of last year was almost \$5 million better than my forecast, that is to say, the surplus at the end of 1923 amounted to, roughly, \$55 million. It is perhaps as well that some explanation of this \$5 million difference between the forecast and the actual result should be given. The revenue for 1923 exceeded the revised estimate by approximately \$13 million, or some 5 per cent., but, eliminating "over-payments recovered," most of which are book adjustments, the variation between the forecast and the actual revenue was reduced to 2 1/2 per cent. The expenditure for 1923 was less by \$3 million than the revised estimate. One-half of this total reduction was on account of Public Works Extraordinary of which the revised estimate differed from the actual by some 40 per cent. This is a big variation, but it is very difficult with big works under contract, in September, to estimate, in September, the amount of work that will be completed and paid for in the coming three months. Excluding this item, the variation between the revised estimates of every other department and service was only about 7 1/2 per cent., while, if we exclude also miscellaneous services, the purely departmental revised estimates were in all out by 3 per cent. only. We began this year with an excess of assets over liabilities of approximately \$55 million, of which \$54 million was in liquid form. Of this \$54 million we had already committed ourselves to lending or spending \$29 1/2 million, so that at the beginning of this year we had an available cash surplus of some \$24 1/2 million.

In the memorandum, which has been circulated, there is a statement of estimated assets and liabilities at the end of this year. In this statement the surplus amounts to nearly \$63 million, of which \$45 million will be liquid. After providing for existing commitments of \$21 million our available cash surplus is estimated to be \$24 million at the end of the year. The estimates for 1923 which are laid before you to-day forecast, as they stand now, a deficit of approximately \$3 3/4 million. If, after revision of these estimates during their progress through this Council, that excess or expenditure over revenue still obtains, our available cash surplus will easily be able to stand the strain and leave a handsome sum to meet unexpected calls on our resources. I think I have satisfactorily demonstrated the fact that the financial position of the Colony is sound.

SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated 1st October, say:—

During the last fortnight our market has been absolutely lifeless, without any business whatever except very small lots of broken No. 1 and 2 to France. Arrivals of paddy from the interior are now accumulating in Cholon, as there are no buyers. Prices are slowly declining and market closes weak at the following figures: Reports of the new crop are still favourable and prospects are good.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, or Saigon, in a report dated 7th October, say:— Since our last report, the rice market has remained weak, but prices in tokens have been firmer, in consequence of purchases made lately by Europe. The total amount of rice exported from the 1st January to 21st September, 1924, is 907,814 tons, against 900,692 in 1923. We quote to-day white Saigon rice No. 2 sifted, Japan quality, Hongkong \$6.70 per picul, f.o.b. Saigon for November-December shipment.

CINEMA NOTES.

QUEEN'S THEATRE.

"The Common Law" which begins a four days' run at the Queen's Theatre to-day is a thoroughly high class feature in every respect and everyone identified with its making deserves unstinted praise. It represents just what present day picture fans want. Romance, pep, a bit of spice here and there, beautiful women and gowns, lavish sets and more romance. All these ingredients are packed liberally into the 1924 version of this famous and widely read Robert W. Chambers' novel. It is a love story of a model and artist who, madly in love but separated by the gulf of different social caste, are about to resort to the "common law" when a stern parent gives in and a proper marriage follows.

THE CORONET.

Mabel Normand's admirers and cinema-goers in general will imagine themselves transported to Mexico when "Suzanna," the petite star's latest picture comes to the Coronet Theatre this evening as the feature attraction for the next few days. Produced by Max Sennet for the Allied Producers and Distributors Corporation, "Suzanna" deals with life in that romantic period of California's history about ten years before the Mexican War. There are in the picture many beautiful scenes, dashing cavaliers, and, of course, a wicked villain or two. The customs and manners of the time, also the picturesque costumes, have all been faithfully reproduced. It can safely be said that of all the stories selected or specially written for Mabel Normand, none, perhaps, has offered her the same wide scope to show her character and artistry as does "Suzanna."



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LIVING BY RULE.

SERMON BY THE REV. H. COPELEY
MOYLE, M.A.

The following sermon was preached in
St. John's Cathedral on Sunday morning
by the Rev. H. Copley Moyle, Senior
Chaplain:—

"These things ought ye to have done
and not to leave the other undone."
S. LUKE XI, 42.

We have just heard in the second lesson
our Blessed Lord's denunciation of the
Pharisees. The immediate cause of the
denunciation was the surprise shown by
the Pharisees at the omission of the cere-
monial washing of hands by Christ. The
religion of the Pharisees consisted chiefly
in avoiding ceremonial defilement or re-
moving such defilement if it had been
contracted. The method of removing it
was by prescribed washings and bathing.
So simple an act as the washing of one's
hands before eating entailed the utmost
care not to transgress some rule of the
Rabbis. The water could only be poured
from certain kinds of vessels, it must be
water of a special kind, only certain per-
sons could pour it, and it was a great
point that the water should be poured
neither too far up the arm nor too low
towards the hand. This elaboration of the
simple process of washing one's hands
was a part of the code which the Rabbis
had invented and added to the Mosaic
law. These elaborate rules had risen
from a reaction from the Syrian attempt
to overthrow the faith of the Jews. The
Rabbis by these rules which governed
almost every act of a man's life (eating,
drinking, sleeping, going out and going
in) endeavoured to separate the Jews
from the Gentiles, so that the Jews might
not be tempted to the idol worship which
was common amongst the Gentiles, but
the Pharisees had become so engrossed
in observing the rules that they had not
time or thought for the more important
things. These rules were intended to be
the husk to preserve the kernel of true
religion but the kernel had perished and
only the husk remained. So our Lord
said "Ye tithe mint and rue and every
herb and pass over judgment and the love
of God, these ought ye to have done and
not to leave the other undone." It is
noticeable that our Lord did not say they
should be less particular about the small
things, while He emphasised the duty of
doing the important things.

There is in every religion, even in our
religion which we believe to be the best
and truest of all, a danger of the husk
being preserved while the kernel is lost.
Every society must have its rules but it
is necessary from time to time to see that
those rules are a vital force and not a
dead letter.

RULES OF THE CHURCH.

Our Church has her rules, few and
simple. She lays it down that everyone
should be baptised, and confirmed, and
receive the Holy Communion at least
three times a year. No one is a member
of the Church till he has been baptised,
no one is entitled to all the privileges of
the Church till he is confirmed. No one
is a full member of the Church unless
he is a communicant. Our Church has
very wisely given her members consider-
able freedom. She does not tie them
down very strictly as some religions do,
and on this account it is all the more
necessary that every one of us should
have his own rule of life. That rule
should be the result of thought and each
one of us should have a rule of life which
he has thought out and then written
down. If you have no rule of life you
will make no advance in your spiritual
life, and you will be very likely to fall
away from whatever standard you have
already attained without knowing that
you are falling back, and then when you
come to die you will find that the time
in this world which was given you as a time
of probation has been wasted, and the
end comes and finds you unprepared.

A rule of life helps to form habits,
and habits gradually influence character.
There is an old saying "Sow a thought,
reap an act; sow an act, reap a habit;
reap a habit, reap a character. Sow a
character, reap a destiny."

To have a rule of life helps to make life
orderly. If a man tries to do business
without any rule he will certainly go han-
drupt. And if a Christian thinks he can
live the Christian life without rules he
will make shipwreck of his soul. We all
need a rule of life and if there are any
here who have never thought about it
and written down their rule I ask them
to begin now to think of it and to write
it down this very day, for it is very im-
portant to commit our rule to paper. A
rule of life should have three characteris-
tics. It should be definite. It should be
generous. It should be prudent.

It should be definite. It is not enough
to make a rule to say our prayers. The
rule should be to pray for a definite
length of time at definite times each day.
The rule should say it down that we com-
municate at certain fixed times either
once a week or once a fortnight or once
a month on a definite date, that we read
our Bible for a certain time, that we
give a definite time to meditation,
thinking what God is and what He has
done for us, that we give a definite pro-
portion of our income in alms, and that
we deny ourselves certain definite things.

In the second place our rule should be
generous. It should not be a rule which
costs us nothing. If we realise that we
should pray night and morning then it
is not enough to make a rule just to say
the Lord's Prayer once a day. We
should be generous with God and should
resolve to give Him as much as we can
of our time, our income, our work and
our thought. And thirdly our rule of life
should be prudent. We should not make
a rule to do certain things which are too
difficult for us. We should not in
moments of spiritual exaltation under-
take more than we can possibly accom-
plish. It is better to have a simple rule
which we have some chance of keeping
than an elaborate one which we are cer-
tain to break as soon as our spiritual
exaltation subsides, for the mere fact of
knowing that we had made the rule and

(Continued on next Column.)

THE PIRACY OF THE "NINGSIN."

\$80,000 HAUL OF SYCEE AND
VALUABLE CARGO.

The N.C. Daily News of October 9th
gives the following particulars of the
piracy of the steamer Ningsin:—

That the comparatively long spell of
freedom from piracy on a large scale on
the China coast does not mean that the
pirates have gone out of business was
rudely emphasized yesterday, when news
was received in Shanghai of another dar-
ing attack, as successful as any previous
piracy and accompanied, as is almost
invariably the case, by bloodshed and
loss of life.

The latest victim is the San Peh S.N.
Co.'s s.s. Ningsin, a vessel well-known
in Shanghai and trading regularly be-
tween this port and Foochow and other
places on the coast.

The Ningsin left Shanghai on Thurs-
day last, under the command of Capt.
Torgersen, with a large number of passen-
gers, a considerable amount of cargo, and
a quantity of sycee, all for Foochow.
The voyage was without incident until
Friday when, as the vessel was approach-
ing Wenchow, 24 pirates, who had shipped
as passengers, took charge of the ship
and made prisoner most of the crew, in-
cluding the master and chief officer, both
foreigners, and all of the bona fide pas-
sengers.

The pirates took complete charge of the
ship, which was navigated to Bias Bay,
a notorious pirate stronghold and ren-
dezvous not far from Hongkong, where
20 chests of sycee, some valuables, con-
signment of piece goods and a considerable
amount of booty which had been taken
from the helpless passengers, was landed.
Having got their booty safely ashore,
the pirates abandoned the Ningsin,
which made for Amoy, at which port she
is stated to have arrived, on Tuesday.
She was expected to arrive at Foochow
on Wednesday and no doubt will be back
in Shanghai in a day or two.

QUARTERMASTER KILLED.

No first-hand information is yet avail-
able, but there seems to be no doubt
that, when the pirates first attacked the
ship, some sort of resistance was shown
by the crew, and that in the ensuing
struggle a Chinese quartermaster was
killed and another Chinese sailor wound-
ed. The pirates would, as usual, be well
armed.

The value of the booty secured by the
pirates is not definitely known in Shang-
hai at present. It is understood that the
loss in sycee alone amounts to about
\$80,000, which is covered by insurance,
while, according to one telegram which
has been received privately, the pirates'
total haul is in excess of \$150,000.

A rumour is current that some mem-
bers of the crew of the Ningsin were
working in collusion with the pirates, but
this will not be possible of confirmation
or otherwise till the ship returns to
Shanghai.

The Ningsin is a typical China coast
vessel of about 2,000 tons. She was
specially built to withstand the heavy
weather that is met with in the China
Sens, and is stated to have been owned
originally by the Hongkong, Canton and
Macao Steamboat Co., of Hongkong.
She was acquired by the San Peh Co.
some six years ago, when she underwent
structural alterations to conform to the
requirements of trade between Shanghai
and Foochow.

THE ALTERNATIVE.

In the course of an article on the evils
of betting on races, the War Cry for
September 6th, 1924, tells the story of a
despairing man on one of London's
bridges who was saved from self destruc-
tion by a scrap of paper which fluttered
to his feet. It bore the words: "Why
Commit Suicide? Go to the Salvation
Army instead."

broken it is apt to discourage us. It is
well to begin with some quite simple rule
and we can add to it as we make progress
in the spiritual life.

THREE CHRISTIAN DUTIES.

The ideal rule of life should be founded
on the three Christian duties of Prayer,
Fasting and Almsgiving. Under the
heading prayer we include all our com-
munion with God, that includes public as
well as private worship. Under the head-
ing Fasting should be included certain
acts of self denial to which we submit
for the sake of discipline and the training
of our will. Under the heading Alms-
giving we should include a definite portion
of our income to be given to God for
His service and nothing should be allowed
to interfere with that. It is because so
many people have no system in their
Almsgiving that so many good causes are
being starved for lack of means.

At the services we have here for child-
ren we often ask the children to hold up
a hand if they have seen or known some-
thing. I wonder if the practice were intro-
duced into this service and all here who
have a definite written rule of life were
asked to hold up a hand how many hands
would go up. I fear not many. Yet
we hope to make any progress on the
spiritual road we must have a rule of
life. It may be well in conclusion to add
that it is often a good thing to consult
with someone in whose judgment we can
trust as to the details of our rule of life.

A rule of life is necessary if we wish
to know whether we are growing better
or worse, and while we are on our guard
against the Pharisaic mistake of over-
estimating the keeping of a rule, let us
not fall into the opposite extreme of
having no rule. Probably most people in
this church feel that they are not making
the very best use of their lives, that they
are not reaching their ideal. To all such
let me earnestly commend the making
and keeping of a rule of life. It is the
external help which is needed for the
protection of our spiritual life. "These
things ought ye to have done and not to
leave the other undone."

LOCAL SPORT.

CRICKET.

H.K.C.C. v. SHAMENE SPORTS CLUB.

VISITOR'S NARROW WIN.

This game was played yesterday on
the Club ground in delightful, if some-
what warm, weather. The Club were not
at full strength but fielded a useful side.

McNicholl won the toss, and wisely de-
cided to bat first on a wicket which look-
ed as if it might (and did) cut up. The
game started at eleven sharp.

Hollands and More opened, and to
Baskett's third ball the former was
l.b.w. It pitched right on his foot and
appeared to swing in with the bowler's
arm. Webster succeeded, and got the last
ball of the over to leg for a single, but
it was lucky for him there was no short
leg. He then proceeded to put Gordon's
first two balls nicely to the long leg
boundary. Gordon was bowling from the
Naval Yard end and looked fastish, but
a bit erratic. A quiet spell followed.

Both batsmen had to watch Baskett (left
hand, round), carefully, and seemed to
find Gordon hard to get away. Webster
hit a full toss on his body from this
bowler to the boundary but later mis-
timed a full-pitch and was caught and
bowled. He had, as usual, been playing
stylish cricket and was unfortunate to be
out in such a foolish fashion to a poor ball.

Pomfret succeeded Gordon and kept
the runs down, but Owen Hughes got
Baskett nicely to the leg boundary twice.
There was again a quiet spell of play,
and only 50 runs were on the board
after an hour's cricket. Owen Hughes
got a couple of short ones off Pomfret
nicely to leg. He was considerably helped
by his height as the wicket began to
cut up and Pomfret was getting up very
steeply from the pitch. Newmarch, who
was bowling round the wicket from the
Law Courts end, was fastish, but he
bowled a lot of leg balls which More-
quite failed to get away. He got two
good drives to the long on boundary, but
shortly after was bowled by Pomfret
with a fast one which seemed to come
back and take the off stump. He made
22 (top score) in 65 minutes, but never
seemed really comfortable.

The next ball, a beauty, bowled Arm-
strong neck and crop, and shortly after
Piercy failed to keep his bat away from
a rising one and was caught at slip.
McNicholl came in, but soon Owen
Hughes, who had been playing well,
failed to get hold of one of Beason's
slows and was caught at deep square
leg. Hamilton came in and got Pomfret
past cover for four. Some stand, was
made until McNicholl failed to see a
fast one from Pomfret and was cleanly
bowled, playing right across apparently
under the idea that it was on the leg.
Young and Hamilton (the latter was
getting rather knocked about in his
endeavours to play the fast bowler) took
the score to 124 for eight, when lunch was
taken.

Young was yoked by Lawrence, and
after Vallock had scored a couple of
single Hamilton drove Pomfret over the
screen for six. He was, however, caught
at third man in endeavouring to repeat
the stroke three balls later. Hongkong
were all out for 132. The Canton fielding
was excellent on the whole and Pomfret
bowled very well indeed.

Lay and Rodger opened to Young and
Owen Hughes, and in the former's third
over he had very bad luck, Owen Hughes
at second slip missing Lay, and the
wicket-keeper, failing to accept a smart
chance from Rodger. Next over but one,
however, Owen Hughes took Rodger
nicely and Finney caught Gordon. The
effects of the roller were wearing off, and
next over Hamilton took Lawrence at 1st
slip from Young, who was bowling very
well.

Baskett was at once caught and
bowled by Owen Hughes and with four
for 25, Canton looked like losing.
Hamilton relieved Young but—possibly
owing to a damaged finger—failed to
find his length, his two wickets costing
24 in three overs. Vallock also was not
bowling well, and Lay, who was playing
finely completed his fifty. Hall defend-
ed stoutly but again the game seemed to
swing to Hongkong when Lay was l.b.w.
to Webster.

Hall and Duncan, however aided by
some loose bowling, went on steadily
until the former drove one very hard
to mid-off. Hamilton failed to hold it,
but gathered the ball and raced Duncan
to the wicket and put it down before the
batman could get back. With fifteen
runs to get it was anyone's match and
Pomfret adopted Fabian tactics and no
one could quite get past him. Amid
great enthusiasm Hall put a long-hop
from Young to leg for four and the
match was won by one wicket.

A SPORTING GAME.

It was a most sporting game, which
was thoroughly enjoyed by all the play-
ers, and the best side won. The Club
seemed to get rather an attack of nerves
at the end, and all credit is due to Hall
for his gallant performance. If Lay
saved the match, (and he did). Hall
won it.

I venture to add here that my Cricket
Notes are held over until to-morrow page
my Editor. Though not an Interport
Trial, to-day's play is most instructive.
B. ASH.

SCORES:—
HONGKONG C.C.
H. E. Hollands, l.b.w., b Baskett 0
G. B. More, b Pomfret 23
H. E. A. Webster, c and b Gordon 17
H. Owen Hughes, c Lawrence, b
Benson 10
H. J. Armstrong, b Pomfret 0

SHAMENE SPORTS CLUB XI.
A. T. Lay, l.b.w., b Webster 71
J. Rodger, c Owen Hughes, b
Young 10
H. S. Gordon, c Finney, b Young 4
E. D. Lawrence, c Hamilton, b
Young 2
J. M. Newmarch, c Young, b
Vallock 6
P. E. Baskett, c and b Owen
Hughes 0
H. B. Benson, c Owen Hughes, b
Hamilton 0
St. G. R. Clark, c Hollands, b
Hamilton 5
R. J. Hall, not out 20
G. Duncan, run out 3
A. Pomfret, c Webster, b Owen
Hughes 3
Extras (bys 10, l.b. 5) 12

Total 136
Bowling Analysis.
O. M. R. W.
F. N. Young 17 3 40 3
H. Owen Hughes 14 1 24 2
E. W. Hamilton 3 0 24 2
G. R. Vallock 5 0 28 1
R. E. A. Webster 5 1 8 1

KOWLOON C.C. v. HONGKONG.
Hongkong C.C. visited Kowloon yes-
terday, when a friendly match took place
between the Clubs. A very exciting game
was seen, Kowloon winning by four
wickets.
Scores:—
HONGKONG C.C.
1st Innings.
D. G. Nicholson, c and b Good-
win 9
D. Reid, b Goodwin 9
H. Howell, c Ramsay, b Lee 1
A. Stevens, b Goodwin 2
J. Crawford, b Goodwin 3
R. Macalpine, b Overy 0
H. Griffin, c Earnshaw, b Lee 3
D. McMaster, b Goodwin 0
R. Hepburn, not out 0
J. Bridger, l.b.w., b Goodwin 0
H. Spicer, b Goodwin 0
Extras 6
Total 43
Bowling Analysis.
O. M. R. W.
Goodwin 11 3 14 7
Earnshaw 4 0 14 0
Overy 5 1 9 1
Lee 2 2 0 2

KOWLOON C.C.
1st Innings.
A. R. F. Raven, c Hepburn, b
Stevens 10
S. Jex, c Howell, b Crawford 17
G. Lee, c and b Reid 7
F. Goodwin, b Stevens 8
A. W. Ramsay, b Macalpine, b
L. R. Duncan, c Macalpine, b
Hepburn 10
C. Earnshaw, c Stevens, b Hep-
burn 2
O. B. Raven, b Hepburn 7
D. S. Green, c Macalpine, b Craw-
ford 2
W. Hill, b Howell 4
H. Overy, not out 4
Extras 13
Total 103
Bowling Analysis.
O. M. R. W.
Reid 8 1 21 1
Stevens 7 0 31 2
Macalpine 6 2 12 1
Crawford 10 4 17 1
Hepburn 2 0 4 3
Howell 2 0 5 1

HONGKONG C.C.
2nd Innings.
Nicholson, c Raven, b Lee 16
Howell, b Lee 14
Reid, b Earnshaw 17
Spicer, c Ramsay, b Lee 2
Bridger, b Raven 6
Crawford, c Raven, b O. Raven 17
Stevens, b Goodwin 28
Macalpine, not out 21
McMaster, not out 14
Extras 10
Total (for 7 wkts., dec.) 143
Bowling Analysis.
O. M. R. W.
Lee 11 1 18 3
Earnshaw 2 0 13 1
Overy 4 1 17 0
A. Raven 3 0 13 1
O. Raven 4 0 32 1

KOWLOON C.C.
2nd Innings.
Raven, b Howell 0
Jex, b Reid 13
Ramsay, c and b Griffin 34
Goodwin, b Griffin 13
Lee, b A. Stevens 2
Duncan, run out 10
Overy, not out 4
O. Raven, not out 2
Extras 6
Total (for 6 wkts.) 84
Bowling Analysis.
O. M. R. W.
Reid 6 1 34 1
Howell 7 2 6 1
Griffin 5 2 10 2
Stevens 4 0 18 1

G. H. Piercy, c Newmarch, b
Pomfret 1
L. D. McNicholl, b Pomfret 19
E. W. Hamilton, c Gordon, b
Pomfret 24
J. Finney, b Pomfret 0
F. N. Young, b Lawrence 11
G. R. Vallock, not out 2
Extras (leg byes 1, no balls 3) 4
Total 132
Bowling Analysis.
O. M. R. W.
P. E. Baskett 10 3 33 1
H. S. Gordon 5 1 10 1
A. A. Pomfret 15 3 43 6
J. M. Newmarch 6 0 10 0
H. H. Benson 3 0 16 1
E. D. Lawrence 1 0 1 1
—Bowled 3 no balls.

SHAMENE SPORTS CLUB XI.
A. T. Lay, l.b.w., b Webster 71
J. Rodger, c Owen Hughes, b
Young 10
H. S. Gordon, c Finney, b Young 4
E. D. Lawrence, c Hamilton, b
Young 2
J. M. Newmarch, c Young, b
Vallock 6
P. E. Baskett, c and b Owen
Hughes 0
H. B. Benson, c Owen Hughes, b
Hamilton 0
St. G. R. Clark, c Hollands, b
Hamilton 5
R. J. Hall, not out 20
G. Duncan, run out 3
A. Pomfret, c Webster, b Owen
Hughes 3
Extras (bys 10, l.b. 5) 12

Total 136
Bowling Analysis.
O. M. R. W.
F. N. Young 17 3 40 3
H. Owen Hughes 14 1 24 2
E. W. Hamilton 3 0 24 2
G. R. Vallock 5 0 28 1
R. E. A. Webster 5 1 8 1

KOWLOON C.C. v. HONGKONG.
Hongkong C.C. visited Kowloon yes-
terday, when a friendly match took place
between the Clubs. A very exciting game
was seen, Kowloon winning by four
wickets.
Scores:—
HONGKONG C.C.
1st Innings.
D. G. Nicholson, c and b Good-
win 9
D. Reid, b Goodwin 9
H. Howell, c Ramsay, b Lee 1
A. Stevens, b Goodwin 2
J. Crawford, b Goodwin 3
R. Macalpine, b Overy 0
H. Griffin, c Earnshaw, b Lee 3
D. McMaster, b Goodwin 0
R. Hepburn, not out 0
J. Bridger, l.b.w., b Goodwin 0
H. Spicer, b Goodwin 0
Extras 6
Total 43
Bowling Analysis.
O. M. R. W.
Goodwin 11 3 14 7
Earnshaw 4 0 14 0
Overy 5 1 9 1
Lee 2 2 0 2

KOWLOON C.C.
1st Innings.
A. R. F. Raven, c Hepburn, b
Stevens 10
S. Jex, c Howell, b Crawford 17
G. Lee, c and b Reid 7
F. Goodwin, b Stevens 8
A. W. Ramsay, b Macalpine, b
L. R. Duncan, c Macalpine, b
Hepburn 10
C. Earnshaw, c Stevens, b Hep-
burn 2
O. B. Raven, b Hepburn 7
D. S. Green, c Macalpine, b Craw-
ford 2
W. Hill, b Howell 4
H. Overy, not out 4
Extras 13
Total 103
Bowling Analysis.
O. M. R. W.
Reid 8 1 21 1
Stevens 7 0 31 2
Macalpine 6 2 12 1
Crawford 10 4 17 1
Hepburn 2 0 4 3
Howell 2 0 5 1

HONGKONG C.C.
2nd Innings.
Nicholson, c Raven, b Lee 16
Howell, b Lee 14
Reid, b Earnshaw 17
Spicer, c Ramsay, b Lee 2
Bridger, b Raven 6
Crawford, c Raven, b O. Raven 17
Stevens, b Goodwin 28
Macalpine, not out 21
McMaster, not out 14
Extras 10
Total (for 7 wkts., dec.) 143
Bowling Analysis.
O. M. R. W.
Lee 11 1 18 3
Earnshaw 2 0 13 1
Overy 4 1 17 0
A. Raven 3 0 13 1
O. Raven 4 0 32 1

KOWLOON C.C.
2nd Innings.
Raven, b Howell 0
Jex, b Reid 13
Ramsay, c and b Griffin 34
Goodwin, b Griffin 13
Lee, b A. Stevens 2
Duncan, run out 10
Overy, not out 4
O. Raven, not out 2
Extras 6
Total (for 6 wkts.) 84
Bowling Analysis.
O. M. R. W.
Reid 6 1 34 1
Howell 7 2 6 1
Griffin 5 2 10 2
Stevens 4 0 18 1

NEW ADVERTISEMENTS

ROYAL DANISH CONSULATE GENERAL.

IN THE ESTATE OF M. O. ALBERTSEN, DECEASED.

NOTICE IS HEREBY GIVEN that All Claims against the Estate of MARTON OLESEN ALBERTSEN, of the CHINESE MARITIME CUSTOMS, Swatow, who died on the 8th instant must be Filed together with Vouchers on or before the 23rd of MARCH, 1925, at this CONSULATE GENERAL, where also all Monies due to the Estate should be Paid.

HUGO HERGEL,
Acting Consul General.
Shanghai, 28th September, 1924. [1356]

IN THE MATTER OF THE NEW SOUTH WALES COMPANIES ACT, 1899.

IN THE MATTER OF CHINA-AUSTRALIA STEAMSHIP COMPANY, LTD.

(IN LIQUIDATION).

NOTICE TO CREDITORS.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company are required, on or before the FIFTEENTH DAY OF NOVEMBER, 1924, to send their Names and Addresses, and the Particulars of their Debts or Claims, and the Names and Addresses of their Solicitors, if any, to SIEGFRIED WILLIAM GRIFFITH, of JAMISON, GRIFFITH & BATT, Public Accountants, Dalton House, 115, Pitt Street, Sydney, New South Wales, the Liquidator of the said Company, and if so required by Notice in writing from the said Liquidator, are personally by their Solicitors to come in and prove their said Debts or Claims at such Time and Place as shall be specified in such Notice; or in default thereof they will be excluded from the Benefit of any Distribution made before such Debts or Claims are so lodged or proved.

Dated at Sydney, N.S.W., this Twenty Ninth day of August, 1924.
SIEGFRIED WILLIAM GRIFFITH, Liquidator. [1357]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "NINGCHOW" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 13th October.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd November, or they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th October, 1924. [1358]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

"GLENHARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th October, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 18th October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 13th October, 1924. [1359]

S.S. "PORTHOS."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LBS, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 20th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 23rd instant, or they will not be recognised.
All damaged Packages will be examined on Monday, the 20th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance will be effected by us in any case whatever.
B. RODENFUEBER, Agent.
Hongkong, 13th October, 1924. [1360]

INTIMATIONS

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that The FIFTH ANNUAL GENERAL MEETING of The HONGKONG BOXING ASSOCIATION will be held at Messrs. JARDINE, MATHESON & Co., Ltd.'s Board Room, on TUESDAY, the 14th DAY OF OCTOBER, 1924, at 5.15 p.m., for the following purposes:—

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of June, 1924.

2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1924-1925.

3. To appoint an Auditor.

By Order of the General Committee,
T. G. BENNETT,
Hon. Secretary and Treasurer,
Hongkong, 7th October, 1924. [1335]

H.K.W.G. & M.C.L. CHILDREN'S FETE.

SATURDAY, OCTOBER 25TH, 1924.

TO BE HELD AT

THE VOLUNTEER HEADQUARTERS' PARADE GROUND
(By Kind Permission of Col. L. G. BIRD, D.S.O.)
at 3 p.m.

MOST ATTRACTIVE SIDE SHOWS:

GOLD FISH POND. NAVAL CHUTE.
ROLL, BOWL OR PITCH. ADULT SALLIE.
SEA-SAWS, AND SWINGS. MINIATURE RIFLE RANGE.
JOY WHEEL.
Dir. Raffles.
BALLOONS. SWEETS. CIGARETTES.
Tea—50 Cents.
Admission—Adults.....50 Cents.
Children.....20 Cents.
[1337]

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911-1923.

IN THE MATTER OF THE HONGKONG CHINESE MERCHANTS' STOCK & PRODUCE EXCHANGE MART COMPANY, LIMITED.

(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN, pursuant to Section 181 of the Companies Ordinance, 1911, that A MEETING of the CREDITORS of the above-named Company will be held at the Office of the Company, No. 26, DES VOUX ROAD CENTRAL, Victoria, on FRIDAY, the 17th OCTOBER, 1924, at 12 Noon.

Dated 3rd day of October, 1924.
CHEUNG MAN PO,
Liquidator. [1338]

NOTICE TO CONSIGNEES.

FROM MELBOURNE, ADELAIDE SYDNEY AND BRISBANE (AUSTRALIA).

THE Steamship

"TOHOKO MARU"

having arrived from above ports, on 10th October, 1924, Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside the Steamer.

All Cargo not taken delivery from the Steamer by 11th October, 1924, will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk.

All broken, chafed and damaged Cargo is to be left in the Godowns, where it will be examined on the 16th October, 1924.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on and after 18th October, 1924, will be subject to Rent.

No Fire Insurance whatever will be effected. YAMASHITA KISEN KOGYO KAISHA, Agents.
Hongkong, 10th October, 1924. [1335]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Steamship

"GLENSHANE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th October, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 13th October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 7th October, 1924. [1338]

ON SALE.

HONGKONG HARBOR REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1922.

Revised by the Members.

PRICE \$5.

DAILY PRESS OFFICE.

INTIMATIONS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to OCTOBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New Fast, Wall-mounted Steamer "TAI-NING" at the Reduced Rate of \$40, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip comprises 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Paoan Anchorage to Foochow Wharf, if required.
For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAFFRAIR & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.,
Hongkong, 17th June, 1924. [908]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES.

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION, Subject to a Reserve Price

on

WEDNESDAY, the 15th DAY OF OCTOBER, 1924, at 3.00 p.m.

In ONE LOT

Messrs. LAMBERT BROTHERS, Auctioneers.

In their Auction Rooms in Duddell Street.

The Properties consist of:—

ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Inland Lot No. 838 and Kowloon Inland Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from:—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors, or from

Messrs. LAMBERT BROTHERS, Auctioneers. [1294]

TO LET.

A SHOP Facing the Harbour with Plaza, Glass Window adjoining the New P. & O. Bazaar, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond. Address—"A.B." care of Daily Press. [1316]

TO LET.

TO LET.—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15, PEDDER STREET.

Apply—PROPERTY OFFICE, JARDINE, MATHESON & Co., LTD. [1196]

TO LET.

OFFICE ROOMS IN CENTRAL POSITION Apply—LINSTEAD & DAVIS, Alexandra Buildings. [1309]

BLUE FUNNEL LINE.

"ORESTUS" FROM U.K. ARR. 7.10.24.

B R No. 4,200/33. 34 Pies.

CORATES, Etc. Hongkong.

NOTICE IS HEREBY GIVEN that the Original Bills of Lading covering the above Packages are said to be LOST and will be declared Null and Void if not presented to this Office before the 14th OCTOBER, 1924.

BUTTERFIELD & SWIRE, Agents. [1334]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924.

With Index. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

TO-DAY, till FRIDAY, at 2.30, 5.15, 7.15 & 9.15.

MACK SENNETT

presents

MABEL NORMAND

in

"SUZANNA"

A romance for lovers of all ages.

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF FRIENDSHIP

Friendship is the sunshine of life. Its rays reveal in the hearts of friends unswerving loyalty, unflinching understanding, and mutual appreciation of all things that strengthen comradeship, not least among them the unchanging friendliness of

DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

LESLIE SMITH.—At Camberley, on Sept. 9th, to KATHLEEN (nee Moxon), wife of Major C. LESLIE SMITH, 14th Punjab Regt., a daughter.

MAAS.—At Foochow, on October 8th, to Mr. and Mrs. F. H. MAAS, Chinese Maritime Customs, a daughter.

MANCILL.—At Shanghai, on October 8th, to Mr. and Mrs. H. G. MANCILL, a son.

MARRIAGES.

HOPE.—INNOCENT.—At Shanghai, on October 7th, ADRIAN JOHN HOPE, to ALICE WINIFRED, youngest daughter of Mr. and Mrs. J. W. INNOCENT, of Kuling, China.

JONES—GILLEN.—At Shanghai, on October 8th, LEWIS HAROLD WILLIAM JONES, to FANEMIA GILLEN, of Harbin, Manchuria.

DEATHS.

AUSLANDER.—At Shanghai, on October 8th, ESTHER MULKA, dearly beloved wife of Mr. H. AUSLANDER.

PETERSEN.—At Shanghai, on October 8th, PETER PETERSEN, Chinese Post Office, Anking (Anhwei), aged 50 years.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 14TH, 1924.

CHINA WARS.

THE cables we publish to-day inform us of the utter collapse of the Chekiang

armies, and tell of the flight of the Tsuchan

and his Chief of Staff to Japan. It is

bad news for Marshal CHANG TSO-LIN,

who knows by this time that Generalissimo

SUN YAT SEN's support is even of less

value to him than Marshal LI's has been.

Dr. SUN's mercenary troops appear to be still loyal to him, though the great

mass of the population has turned against

him; the merchant class in the capital of

the province, and apparently also in some

of the towns of the interior being again

"on strike" to emphasise their determination

not to provide him with any further funds to continue the internecine

strife which is ruining the province. In a public statement issued from the office

of the United Commercial Guilds of

Kwangtung it is declared that "in the past twelve months Dr. SUN YAT SEN has squandered more than one hundred million dollars of Kwangtung money, and has achieved nothing except to make millionaires of several of his parasites."

A dead set is now being made against the continuance of Dr. SUN YAT SEN in the province, and although there have been suggestions that he, too, has been

preparing to quit the province for a healthier atmosphere, the information from his own headquarters is that he is

prepared to "die in the last ditch." We do not quite know what to make of the position in Kwangtung, where we see,

on the one hand, large bodies of mercenary troops apparently loyal to Dr. SUN, and on the other, a numerically

very strong Volunteer organisation formed by the merchant class defying his authority. They can only really fight Dr. SUN, however, by passive resistance, for

they appear to be inadequately armed and equipped and are practically without military training. It would be quite a

mistake to gauge their military efficiency against Dr. SUN's trained troops by the ease with which a body of them routed

Dr. SUN's "Red Army" of unemployed coolies the other day on the Bund. A third factor in the situation is General

CHEN CHUNG MING's forces in the East River region, apparently waiting for the opportune moment to advance upon

Canton and take possession of the city without shedding much blood in the operation. If General CHEN remains on the fence until Dr. SUN has begun to lead his "grand military expedition" to the North, he and his entire army are

likely to die there from senile decay. Whatever may happen in Kwangtung Marshal CHANG TSO-LIN is by this time

well able to see that Dr. SUN YAT SEN's bombastic promise of substantial support is utterly of no value. The collapse of the war in the neighbourhood of Shanghai enables Marshal WU PEI-FU to concentrate the whole strength of his forces

in the struggle with CHANG TSO-LIN. If we can be guided by the bombastic declarations made by the two protagonists, that struggle promises both to be bitter and prolonged—unless there

should happen to be in this arena a similar debacle to that created in the Kiangsu-Chekiang war, caused by the transfer of whole commands from one side to the other. For the moment the chief interest of foreign observers is concentrated on the danger to the foreign settlements at Shanghai, and it is satisfactory to see that confidence is felt at Shanghai that, since the war is ending by defection of Generals and troops, and not by a rout, the situation will be controlled in a way which will not imperil the safety of the Settlements.

Mr. Justice GOLLAN, of Ceylon, who has been appointed Chief Justice of Hongkong, is expected by the *Malwa* on Thursday.

Lady Leveson and her daughters arrived at Shanghai from Weihaiwei last week and are staying with Mr. V. Meyer.

Among residents who returned to the Colony yesterday by the *Empress of Asia* were Mr. and Mrs. F. C. Jenkin and Mr. R. C. Comrie.

One coolie was killed and another seriously hurt yesterday morning when a wall collapsed in a building under reconstruction at West Point.

The entries for the Shanghai Autumn Race meeting next month show a great decrease in the number of griffins entered in comparison with last year.

The British military at Shanhaikwan have been issued with gasmasks, says the correspondent of a Peking paper. There is general apprehension that gas is about to be used on both sides.

An illustrated London daily has a picture of Sir Robert Ho Tung, with Mrs. Betty Joel, daughter of Sir James Stewart Lockhart at the furniture shop she has just opened in Sloane Street.

A man entered the premises of the Anderson Music Company on Saturday, and asking for a catalogue, coolly walked off with a \$30 gramophone while the assistant was getting him the book.

Among the passengers brought by the *Empress of Asia* yesterday was Master T. M. Donnelly, the eighteen months old son of Mr. D. E. Donnelly. He came from Vancouver in the care of a stewardess.

Three Indian watchmen have been arrested by the police in connection with the stabbing of another Indian watchman who is now in hospital. The wounded man is employed at the Leung Wing Wharf.

During the absence of Mr. F. X. Ribeiro and his family from 1, Carnarvon Villas, Kowloon, jewellery worth \$1,065 was stolen from the house on Sunday afternoon. Search is being made for the cook boy, who has disappeared.

Riding on the pillion of a motor bicycle driven by A. Ramajahn, a student at Lugard Hall, Sai Hing, a 19-year-old Chinese girl was thrown off and seriously injured on the Pokfulam Road on Sunday. Her escort was also injured, but not so badly.

A powerful Japanese was charged at the Central Magistracy, yesterday, with assaulting a tram conductor, a man of slight physique. It appeared that the defendant hit the conductor while riding on his tram. Reproving the Japanese for striking one so much smaller than himself, Mr. C. D. Melbourne fined him \$5 and ordered him to pay \$2 compensation.

A canny Scot in North China bought a race-horse supposed to be past its racing days. He used it for riding for a couple of years and then advertised it for sale. It was bought by a Chinese gentleman in Tientsin for the modest sum of about \$83. After a couple of months the Scot received a letter from the Chinese gentleman enclosing a cheque for \$400, which he explained was Scot's share of the horse's winnings up to the present time. Now what do you think of that? asks a writer in a missionary journal. And yet some people say that the Chinese are like the Scotch! But is it any wonder if they are not? Even the Scotch themselves sometimes are not! For this particular one, who had received a cheque for \$400, felt he had no right to the money, and returned it to the Chinese gentleman!

OBITUARY.

THE LATE MR. M. H. A. SEARLE.

It is with regret that we have to record the death of Mr. M. H. A. Searle of the staff of the Dairy Farm Company, Ltd., at the French Hospital on Sunday. The late Mr. Searle was a young man of sterling character and during the recent Shamen strike he was sent from Hongkong to Canton to supervise and organise the Dairy Farm's meat supplies during that trying period. On his return to Hongkong his health gave way and he was sent to the French Hospital. During the war the unfortunate young man was badly gassed and this resulted in consumption setting in.

The late Mr. Searle came to the Colony some three years ago and was to have returned home to Scotland shortly where he was to have taken a position which his father had secured. He was a very valued servant of the Dairy Farm Company and a popular member of the Ex-Active

A CHEKIANG DEBACLE.

END OF THE WAR IN KIANGSU.

FLIGHT OF TUCHUN LU AND HIS CHIEF OF STAFF.

SHANGHAI FOREIGN SETTLEMENTS BELIEVED TO BE IN NO DANGER.

[From Our Own Correspondent.]

STARTLING DEVELOPMENTS.

HOSTILITIES IN CHEKIANG-KIANGSU WAR CEASE.

SHANGHAI, October 13th.

There has been startling developments here since yesterday.

This morning local hostilities ceased with the hoisting of the white flag at Hwangtu.

General Lu (Tuchun of Chekiang) and his staff have fled. They left last night on a Japanese craft, said to be a gunboat.

It is believed they have taken \$240,000 raised by a rent tax on local citizens.

General Sun Chuan Fang's victory is said to be complete and he is expected here within forty-eight hours to arrange for the surrender.

Lungwa is being deserted by Lu's men who are also transferring moveables from the Kiangnan Dock and Arsenal, the officials having fled. Those left behind are looting the premises.

The Shanghai Volunteers were assembled at ten o'clock and all precautions are being taken to guard the Settlement against fleeing soldiers.

The Municipal Council this evening closed the boundary entrances.

[THROUGH REUTER'S AGENCY.]

CAUSE OF LU'S FLIGHT.

SHANGHAI, October 13th.

Marshal Lu Yang Hsiang (Tuchun of Chekiang) and General Ho Feng Lin, his Chief of Staff, fled to Japan this morning.

DEFECTION OF A CHEKIANG ARMY DIVISION.

The immediate cause of the flight was defection of General Chen Yao Shan, ex-Commander on the West of Taihu Lake, who went over to the Kiangsu side last night with a division troops. This left the road to Shanghai practically open from the West, and Kiangsu troops are now marching towards Lungwa (two miles from the border of the French Concession), the Chekiang headquarters, which are now deserted.

Marshal Lu and General Ho went aboard the *Shanghai Maru* early this morning and the ship a few hours later sailed for Nagasaki.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITAIN AND MOSUL.

TURKISH DENIAL.

CONSTANTINOPLE, October 13th.

The Turkish reply to the British ultimatum denies the incursions into the Mosul Vilayet and declares they are not concentrating troops there. The Note undertakes not to pass a line drawn from Diessa, Binchah and Tchoulemayrik, which, however, marks practically the extreme point. The Turkish incursion is well within the boundary of the Mosul Vilayet as fixed by the Lausanne treaty.

THE GLEASON AFFAIR.

NUMBER OF ARRESTS.

RANGOON, October 13th.

Additional arrests have been made of four Buddhist monks and a layman in two monasteries in connection with the attack on the Gleasons. The newly arrested men have been identified by witnesses.

AUSTRALIAN FINANCES FOR WOOL DEALERS.

MELBOURNE, October 13th.

The Commonwealth Bank directorate intimates that no difficulty will in future be experienced in financing wool buyers.

Troops on the Hwangtu-Liuh front are already beginning to surrender. The Kiangsu forces have occupied Nansiang, eleven miles west of Shanghai, where the defenders went over to the other side.

NO DANGER TO SHANGHAI FOREIGN SETTLEMENT.

While the French and other foreign Volunteers who are fully mobilised, and naval marine units are all at their stations this morning and every preparation made to cope with any development it is confidently believed that, as the war is ending by defection of generals and troops, and not by a rout, there will be no danger whatever to the foreign Settlements of Shanghai.

CHEKIANG-KIANGSU WAR COMPLETELY ENDED.

LATER.

The Chekiang Kiangsu war is completely ended and negotiations are now proceeding regarding taking over the control and administration of the Chinese city of Shanghai, and other matters connected with the surrender of the Chekiang troops.

Influential Chinese merchants are urging that Kiangsu troops remain where they are, except for the occupation of the Lungwa, Woosung and other defences. Whether this will be agreed or not, there is a feeling of confidence that there will be no trouble as regards the foreign Settlements.

THE FIGHTING IN THE NORTH.

"AS YOU WERE" AT SHANHAIKWAN.

PEKING, October 13th.

Marshal Wu Pei Fu inspected the Shanhaikwan front yesterday and approved positions held by the Government troops.

Latest foreign reports go to show that while the Fengtien troops broke through the wall at Chiumenkou they did not reach Shihmenkai, and on the following day they were driven beyond the wall.

On the main front the Fengtien forces advanced until their shells fell on Shanhaikwan, killing three Chinese railwaymen, but the Chihli forces subsequently recovered all lost ground, and both forces were in their original positions when the fighting ended.

EARLIER CABLES.

COMMUNIST DEMONSTRATION IN LONDON.

MR. TOM MANN AGAIN.

LONDON, October 12.

Britain's communists represented by contingents from Poplar, Bethnal Green and Deptford and headed by bands and banners, attracted a large crowd in Trafalgar Square. They demonstrated in order to protest against the Dawes Plan, to demand an increase of £1 weekly to all wages, a 44 hour week and to support the unity of International Trade Unions.

Mr. Tom Mann in a speech said he was a thorough communist and intended to upset the damnable condition of society. He did not give a tinker's damn by being turned down by the Labour Party but he could not be excluded from the Labour movement. Mr. Campbell, Editor of the *Workers Weekly*, and Mr. Harry Pollitt also spoke and were cheered. The meeting passed resolutions of fraternal greeting to sufferers on behalf of the workers in Germany, Poland, India, Egypt and Ireland and ended by singing the "Red Flag" and the "Internationale."

LATEST CABLES.

THE HOME ELECTION.

"COMMUNIST" MANIFESTO.

LONDON, October 12th.

The "Communist" election manifesto describes the election as a fight between the working-class and the capitalist class, and demands the nationalisation of mines, railways, industries, the land and banks; a capital levy; the repudiation of the Dawes report; cancellation of war debts and reparations.

It declares that a Labour Government must establish a dictatorship for the working class demands of a national minimum wage of £4 weekly, a maximum of a 44-hour week, the ratification of the Soviet Treaty, and a declaration of independence for Ireland, India, Egypt and other colonies.

The Trafalgar Square meeting closed with rather riotous scenes, and the police have detained four men.

LABOUR'S ACTIVITIES.

LONDON, October 13th.

A crowd of 500 Labour supporters heartily sent off Mr. MacDonald from Euston this morning on his visit to Glasgow. Here he will commence a whirlwind electioneering tour in Scotland and Wales, accompanied by his daughter, Isabel, and son, Mr. Alistair.

Lord Arnold William Graham, in his opening speech, said that this was the biggest fight the Labour party ever had. They had never begun a fight in better spirits. The Campbell case had nothing to do with the Government's defeat. The other two parties decided that the life of this Parliament must be ended because a Labour Government was in power, and was doing so well.

The Labourites were now challenging them in the country to do their worst. "We have come to stay, and I am perfectly certain that by this same appeal, all patriotic elements will state majorities. We are going to return substantially strengthened. I have never felt more confident."

EARLIER CABLES.

MR. CHURCHILL'S ADDRESS.

LONDON, October 12th.

Mr. Winston Churchill's election address wholeheartedly supports the Conservatives in their programme of social reform, and Imperial consolidation. He declares that as a general protective tariff is not part of the Conservative programme he supports the principle of the Safeguarding of Industries Act and Imperial Preference.

He asserts that the brief experiment of a Socialist minority rule has ended in a dismal failure. The Socialists are still our rulers and seek to gain their votes by enlisting the forces of discontent in revolutionary movements. Against this double attack of authority and revolt, we fall back on the commonsense and enduring loyalty of the masses of the nation.

The address delivers a smashing attack on the Bolsheviks and their "devilish work, which Mr. MacDonald and his Cabinet seek to help to succour with floods of hard-earned British money."

BROADCASTING POLITICS.

LONDON, October 12th.

The British Broadcasting Company announce that the Postmaster General has sanctioned the broadcasting of one speech by each party leader during the coming week. Hitherto the necessity for impartiality precluded the broadcasting of anything of a political flavour but this important development will bring the expositions of the three leaders into the homes of several million electors. The speeches will be presented impartially and in a most concise form. All stations are simultaneously broadcasting Mr. MacDonald's speech from Glasgow to morrow evening. Mr. Baldwin will solo on Thursday but the Liberals have not yet fixed a date. Probably Mr. Asquith's speech at Paisley will be broadcast.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SOVIET-MUKDEN AGREEMENT.

FURTHER NOTE TO PEKING GOVERNMENT.

PEKING, October 13th.

The Ministry of Foreign Affairs further protested to M. Karakhan, the Soviet Ambassador, on Saturday regarding the Soviet-Mukden Agreement.

The previous Note merely referred to reports of such an agreement, whereas Saturday's Note dealt lengthily with the question as an established fact.

WITHHOLDING OF SALT REVENUES.

PROTESTS BY FOREIGN POWERS.

PEKING, October 13th.

The British, French and Japanese Ministers on Saturday made representations to the Ministry of Foreign Affairs on the subject of various provinces with holding the Salt revenues.

LATEST CABLES.

OBITUARY.

ANATOLE FRANCE DEAD.

TOKYO, October 13th.

The death is announced of M. Anatole France, the famous novelist.

Anatole France died after having been unconscious for his last 24 hours, but from time to time he muttered the name of his mother, and said: "I am dying." The end was expected for some days, but the strong constitution of the writer prolonged the fight for life.

All the papers devote to him long articles, proving that French literature experiences an irreparable loss, and that all French public opinion is in mourning. They recall his exquisite style and richness in ideas. His humane yet ironical view of life gave Anatole France a worldwide fame.—Harris.

EARLIER CABLES.

TRANS-ATLANTIC FLIGHT.

LAST ZEPPELIN LEAVES GERMANY.

FRIEDRICHSHAFEN, October 12th.

Enormous crowds wildly cheered and sang "Deutschland über Alles," on the occasion of the departure of the airship Z.R.3 for Lakehurst, New Jersey, which she is expected to reach in eighty hours.

The handing over of this Zeppelin to America is bitterly regretted in many quarters in Germany. A student said to be insane was arrested yesterday in possession of a carbine and ammunition. It is alleged he intended to shoot the commander of the Zeppelin in order to prevent the departure.

BALE, October 12th.

The Z.R.3 passed over here at 8.10 this morning, in a dense fog. It was impossible exactly to observe its direction.

BORDEAUX, October 12th.

The wireless station here at three this afternoon picked up signals from the Z.R.3, stating that she was passing over the mouth of the Gironde, but not indicating her direction.

BERLIN, October 12th.

The Z.R.3 is now over the Atlantic. The trip has hitherto been most satisfactory.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

GERMAN LOAN.

GOING WELL.

NEW YORK, October 13th.

Financial quarters believe that the German loan will be heavily oversubscribed. It is stated that requests for allotments for the past week have been overwhelming. It is not confirmed but reported that the Bankers' Group will pay Germany a rate of 87 for bonds which are to be sold at 92, thus giving the syndicate a profit of \$5,500,000 which, however, will be largely swallowed up in expenses for the flotation. The banks are content as they know that large profits can be made later with other financing following the German bond issue. It is estimated that this will aggregate over \$200,000,000 before the end of the year, a large amount of which will be to the account of the German industries, while France is said to be negotiating a \$150,000,000 loan, and Belgium is needing money immediately.

CANTON NEWS.

THE GENERAL STRIKE.

[FROM OUR CHINESE CORRESPONDENT.]

The general strike in Canton had not been called off up to the 13th by the traders now denouncing the Kuomintang Government of Dr. Sun Yat Sen. Dr. Sun has practically granted every demand of the people except that of the release of all the arms which he illegally seized. What Dr. Sun released to the Volunteers on pressure on October 10th did not represent 10% of the loot as far as ammunition is concerned. As to the rifles, less than 40% of the number imported have been released.

NO CHINESE NEWSPAPERS.

Governor Hu Han Min of Canton is now mediating between the publishers and the compositors with a view to an early resumption of the publication of newspapers. No newspaper has been published in Canton since October 6th, owing to refusal of the proprietors to grant the 40% increase of wages demanded by the printing room forces.

GENERAL CHEN'S MOVEMENTS.

General Chen Chiung Ming's forces are now preparing to take offensive action against those of Dr. Sun Yat Sen in Canton. Chen's main forces are now stationed at three important points in Eastern Kwangtung. Commander Lin Hu has a corps in Hingning; Commander Yeh Chu at Waichow, and Commander Hung Shao Lun at Swatow. A detachment of van-guards of General Chen arrived at Tungkun October 7th and are now stationed at the outskirts of the city, along the East River.

The City of Canton is now being guarded by Yunnanese and Cantonese troops nominally belonging to Dr. Sun's Army.

JAPANESE AVIATOR STABBED.

ECHO OF CHINA WAR IN TOKYO.

HOSTILITY TO PEKING AND TO CERTAIN POWERS.

On September 27th a young man called Mr. Suzuki Kikuo, a civilian aviator in the Ito Aerodrome in Tsushima, Chiba Prefecture, of whom it has been reported in a certain Tokyo journal that he had decided to join the Peking forces in the China civil war, says the *Asahi*.

Mr. Suzuki met and shook hands with the visitor, who said, "I have come to pay you homage. You are going to join the Peking forces are you? You wretch! You traitor!"

So saying, the young man stabbed the aeronaut in the left arm and fled. On the following morning he was arrested. He is Yamato Kwan, aged 35, a member of the Anti-Bolshevik Society of Tokyo.

It is said that Mr. Suzuki and another man of the same aerodrome had received intimidating letters stating:—

"Don't you understand American-Japanese problems and that at the back of the Peking forces in the Chinese disturbances are certain Powers (British and American) presumably—E.P. If you join the Chihli forces you will lose your lives before you have reached Shimonoseki. (Signed) THE YELLOW LEAGUE."

Mr. Suzuki will have to be under medical care for about three weeks. He complains that he almost lost his life because of the report which appeared in a Tokyo journal, which he declares to have been groundless.

OPULENCE AT 10 SEN.

A TIME.

HARBIN ENJOYS LUXURIOUS PUBLIC MOTORS.

Month by month the motor traffic, both cars and buses increases, and Harbin has become one of the cheapest towns in China for quick and cheap travelling. Writes the Harbin correspondent of the *Peking and Tientsin Times*.

There are now over 400 motor vehicles registered in the town of which there are 105 buses and 145 cars specially licensed for passenger traffic. All these carry passengers at low rates and you often see one passenger lolling in a fine motor-car, his total fare being ten sen. Besides the above, all licensed for general traffic, there are 60 railway and other departmental cars and 90 which belong to private owners.

Three years ago hardly a car was to be seen in the town and now they are tearing about in all directions.

OPIUM FINES.

Two Chinese were charged before Mr. Lindsay at the Central Magistracy yesterday morning, with having opium in their possession. The first defendant who was fined \$1,200, had 75 taels of raw opium, and the second man, who was ordered to pay a fine of \$4,000, had in his possession 35 taels of prepared opium. In both cases the men were arrested at the "Star" Ferry landing stage, and both pleaded that they were taken care of by their friends.

RUSSIA'S CROCODILE TEARS.

BOGUS SYMPATHY FOR CHINA'S TOLLING MASSES.

WRECKING LIBERTY.

Moscow, September 4th.

The following is the text of the manifesto issued by the Executive Committee of the Third Communist International to the Workers of Europe and America and the Telling Masses of the Oppressed Peoples of the East, in reference to foreign intervention in Canton.

"The British Government, which is the Labour Party Government, headed by Mr. MacDonald, one of the leaders of the Second International, is preparing armed intervention in the South of China, with a view to overthrowing the Government of the Chinese National Revolutionary Party of Kuomintang."

"The Consul of the British Labour Government handed a note quite usual in the history of imperialism. This note threatens to fire on the Chinese population if their Government will defend itself against the revolt of big merchants, a revolt prepared by and supplied with arms from the British port of Hongkong. This revolt is headed by a big Chinese merchant, an agent of the Hongkong and Shanghai Banking Corporation, which is owned by English shipowners. Communist! In broad daylight, in the face of world revolutionary labour movement, MacDonald's Government is wrecking the foundations of the national liberative movement of the much suffering people of China. Dr. Sun Yat Sen, the old leader of the Revolutionary Party of China, who overthrew the despotic Manchurian dynasty in 1911, actually the head of the present Government of Southern China, is right when he says that the imperialists have now taken the place of the overthrown feudal despots. The imperialism of MacDonald's pacifistic and democratic Government serves in China now only the interests of English financiers, but also those of the Chinese feudal counter-revolution, which has been torturing the toiling masses of China for over ten years."

"Comrades! While American imperialism is launching an attack on Northern China, while British imperialism is at the same time attacking the South, and while the French Government, under Herriot, is dispatching warships from Indo-China, Saigon, into the Chinese ports of Tientsin and Shanghai, less powerful imperialists are joining these chief imperialistic Powers. Thus, against the national liberative movement in China, against the Chinese toiling masses, a plot has been entered into by world imperialism, a plot whose execution has been started in the South by MacDonald's Government."

"No sooner have the declarations of the London Conference been signed, proclaiming—with MacDonald and Herriot as mouthpieces—general disarmament and the advent of a peaceful epoch, than the Governments of these heralds of universal peace and democracy are sending warships to fire on the millions of Chinese toilers."

"Workers of England! You cannot allow that British imperialists should shoot Chinese revolutionaries in your name, as it was done this summer at Hankow and on the Yangtze by English henchmen, who executed the labour leaders of the Railwaymen's and Boatmen's Unions."

"You cannot allow that a Government bearing the name of a Labour Government to help feudal reaction and merchant counter-revolution in order to ensure easier gain and profits to British Banks and British colonizers."

"Comrades, Workers of England! You must demand from the Congress of Trade Unions that it interfere with the slaughter being prepared in China. You must voice a loud protest against armed intervention in Southern China, and push off the hands of imperialists who have aimed their guns on the centre of the national liberative movement in China."

"Long live the Chinese National Revolutionary Movement."

"Down with the Imperialism of MacDonald, Herriot and Coolidge!"

WIRELESS ON SHIPS.

INADEQUATE PROTECTION IN JAPAN.

Mr. Narazaki Itaro, chairman of the Japan Seamen's Union, representing 28,000 members of the Union, has addressed a petition to Mr. Inaka, Minister of Communications, asking him immediately to enforce a law for compulsory installation of radio aboard steamships.

In the petition he states that according to the Union's investigations made at the end of May last year, Japan had 910 vessels of over 100 tons, aggregating 3,536,918 tons, which gives her the place of the third shipping country in the world, but that her record of shipwrecks far exceeded that of other countries. To compare the figure with that of Britain, which resembles Japan in her geography, Japan outran Britain in her astounding rate of 347 per cent in steamers and 250 per cent in tonnage. The wrecks involved a heavy loss of life. Society, particularly the Government, has remained indifferent towards this grave fact. The Union attributes the disastrous high record chiefly to the absence of radio plant and the use of very old steamers.

It enumerates the laws passed in Britain, America, France, Norway and Belgium to compel the installation of wireless. The pamphlet also gives records of total losses and shipping disasters of these countries, and compares them with those of Japanese shipping.

Mr. Narazaki asks the Minister to order the installation of radio aboard (1) steamers in general engaged in all coastal and ocean navigation; (2) all steamers of over 1,000 tons gross; and (3) steamers which carry crews and passengers exceeding fifty in number.—*Japan Chronicle*.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

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EMPIRE'S BONNIEST BABY COMPETITION.

The search for the Empire's Bonniest Baby, which the National Baby Week Council (117, Piccadilly, London, England) conducted in connection with Imperial Baby Week (July 28th to 31st) at the British Empire Exhibition, proved to be a very great success. Many thousands of babies from all parts of the Empire were entered, and the Champion was discovered to be an Australian. The other first prize winners were found in Canada and in Newfoundland. Entries for the Competition were received from even the farthest parts of the Empire—from East Africa, South Africa, West Africa, Australia, New Zealand, Canada, India, Ceylon, Straits Settlements, Singapore, Bermuda, Borneo, Egypt, Palestine, France, Gibraltar, Malta, British West Indies, British Guiana, Curacao, China, Newfoundland, Switzerland, Kenya Colony, Nigeria, British Army on the Rhine, as well as from the British Isles, entries came. In some parts of the Empire—British Isles, Australia, South Africa (Cape Province, Transvaal, Natal), Canada (Toronto, Edmonton), preliminary searches were conducted through the agency of newspapers. In each of the Sub-Competitions the judging was conducted according to the lines which the National Baby Week Council adopted in making its final selections, and in this way, as far as possible, uniformity in judging was obtained. Many entries from Overseas came direct to the Council.

Entry was by means of photographs showing the competitor unclothed. Each photograph had to be accompanied by a score sheet on which were asked questions regarding the child's physical condition, age, height, weight, number of teeth, age when the baby first sat up, stood up, and walked without support. In addition, the judges required to know whether the baby had had fevers during the night and whether it had any certain specified defects or had suffered from any illnesses. Each score sheet had to be signed by the parent or other responsible guardian, and by the medical practitioner attending the child. Thus it will be seen that the Competition was largely a "health" competition.

On the final judging Committee were medical experts, men and women specially qualified in the examination of children; two well-known artists—Sir William Orpen, R.A., and Mr. Steven Sparrier, R.O.I.; noted child welfare workers—Miss J. Halford, Hon. Secretary of the National League for Health, Maternity and Child Welfare; the Countess of Rothes, member of the Executive Committee of the National Baby Week Council; Lady Nott-Bower, Hon. Secretary of the National Baby Week Council; Mrs. Jean Muldrew, of the Canadian Immigration and Colonization Department. On the medical side there were, in addition, representatives of various parts of the Empire Overseas.

The competitors were divided into three age classes—3 months to 9 months, 9 months to 2 years, and 2 years to 5 years.

The Champion Baby, Mary Patricia Wilson, of Australia, received £200; each of the first prize winners in the other two classes, £100, and the remaining 15 on the prize-winner list each received £20. In addition to these money prizes, Messrs. Woodward, Ltd., presented each of the 15 prize winners with a silver porringer and spoon, and Messrs. Milkal, Ltd., gave a silver tea service to the mother of the Champion baby. British Isles triplets, Sheila, Patrick and Dennis, received a Consolation prize, a Dunkley Safety Pram. These prizes were presented by Her Grace the Duchess of Norfolk at a grand Presentation Ceremony arranged by the National Baby Week Council, at the British Empire Exhibition on July 31st.

[Elsie Mary Collis Hallows, of Hong Kong, was one of the five children in class C (2 years to 5 years of age) who was awarded a prize of £20. The Champion Baby—Mary Patricia Wilson, of East Melbourne, Melbourne—was in this class, a prize of £100 being awarded to her.]

CAN YOU JUDGE BABIES?

So great has the interest been in this search for the Empire's Bonniest Baby that the National Baby Week Council has published the photographs of the 18 prize winners in book form. Each photograph is accompanied by some details regarding the child's physical condition. People are invited to place these, 15 in order of merit, the first prize winner in each class being indicated. There is no entrance fee for this new Competition. The National Baby Week Council offers prizes—£20, £25, £10, and ten prizes of £1, for placing these babies in order of merit, the prizes to go to those competitors whose arrangement most closely corresponds with that of the judges. The judges' decision being placed under lock and key at the National Baby Week Council's bankers, not to be opened till November 1st, 1924, the date on which the Competition closes.

MORE MIXED MARRIAGES.

MANY ENGLISH GIRLS WED GERMANS.

Records of London marriage registrars show that during the past six months there has been a big increase in the number of white girls marrying men of colour. Hardly a day passes without a mixed marriage taking place.

"We have no power to stop these weddings and in only a few cases does our warning to the bride of the difficulties she will have to face have any effect," said a London registrar to a Daily Mail reporter.

"Many English girls are marrying Germans. Scores of licences are being obtained by Germans, and during the past fortnight I have married six girls to Germans."

SHIPPING NOTES.

Commencing from January next, it is the intention of the Nippon Yusen Kaisha for their fortnightly Mail steamers, to call at Naples for passengers on the voyage to the East.

Underwriters in the London Marine Insurance market, says a paper received by yesterday's mail, have given notice cancelling the war risk in open covers and policies which include voyages to Chinese ports. This is done in accordance with the provisions of a clause in the policies, which enables underwriters to adjust war risks rates in cases of emergency. The ordinary war risk rate to China is very small, but current insurances are being effected for about 1 per cent, with the Institute Cargo Clauses, or with a clause which extends cover for thirty days after arrival in warehouse about 1 per cent, is being charged.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due October 18th.
Celches Maru (O.S.K.), due to-day.
Diomed (Blue Funnel), due November 21st.
Ethan Allen (Tampa), due October 27th.
Fushimi Maru (N.Y.K.), due November 3rd.
Liberator (Tampa), due October 17th.
Lycon (Blue Funnel), due October 18th.
Malua (P. & O.), due October 18th.
Mentor (Blue Funnel), due October 18th.
Oanfa (Blue Funnel), due November 1st.
Phenix (Blue Funnel), due October 29th.
President Adams (Dollar), due November 10th.
President Grant (Admiral Oriental), due October 20th.
Suswa Maru (N.Y.K.), due October 20th.
Telemachus (Blue Funnel), due November 13th.
Wakasa Maru (N.Y.K.), due October 18th.
Yoshino Maru (N.Y.K.), due October 18th.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* arrived at Shanghai on Monday, October 13th at 6 a.m., was to leave at 8 p.m. the same day, and is due at Kobe on Thursday, October 16th 6 a.m.
The Admiral Oriental liner *President Jefferson*, sails from Manila at 5 p.m. on October 14th, arriving here at 7 a.m. on October 16th, and will sail for Victoria and Seattle via Shanghai and Japan at 10 a.m. on October 18th.
The s.s. *Mentor* (Blue Funnel), from Liverpool, left Singapore on the 12th inst. for this port, and is due to arrive here on the afternoon of the 18th.
The s.s. *Lycon* (Blue Funnel), from Liverpool, left Singapore on the 12th inst. for this port, and is due to arrive here on the 17th.
The s.s. *Titan* (Blue Funnel), arrived at New York on the 12th inst.

HONGKONG METEOROLOGICAL REGISTER.

	Hongkong Observatory, October 13th.		
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.85	29.89	29.87
Temperature	82	77	82
Humidity	79	91	78
Wind Direction	East	Calm	E
Force	3	0	4
Weather	O	c	c
Rain	0.04	0.00	0.00
Highest open-air Temperature on 13th	83		
Lowest open-air Temperature on 13th	77		

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BRITISH MADE

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP —via Singapore, Colombo, Suez and Port Said.	Tuesday, 4th Nov.
"LONDON MARU"	Tuesday, 4th Nov.
RIO DE JANEIRO, SANTOS & BUENOS AIRES —via Saigon, Singapore, Colombo, Darban and Capetown.	Wednesday, 22nd Oct.
"MEXICO MARU"	Monday, 22nd Oct.
"CHICAGO MARU"	Monday, 22nd Oct.
BOMBAY via Singapore and Colombo.	Monday, 22nd Oct.
"AMUR MARU" (Call at Penang)	Thursday, 23rd Oct.
"SHINNO MARU" (Call at Penang)	Tuesday, 4th Nov.
"ALPS MARU" (Call at Penang)	Tuesday, 4th Nov.
BANGKOK via SAIGON.	Saturday, 1st Nov.
"BUSHO MARU"	Saturday, 1st Nov.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 3rd Oct.
"HAGUE MARU"	Sunday, 3rd Oct.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	Wednesday, 22nd Oct.
"ALABAMA MARU"	Wednesday, 22nd Oct.
NEW YORK via Japan Ports, San Francisco and Panama.	Wednesday, 15th Oct.
"ALASKA MARU" (From Kobe)	Wednesday, 15th Oct.
JAPAN PORTS.	
"CELEBES MARU"	Wednesday, 15th Oct.
"INDO MARU"	Tuesday, 21st Oct.
"ALABAMA MARU"	Wednesday, 22nd Oct.
KEELUNG via SWATOW & AMOY.	Sunday, 19th Oct., 11 a.m.
"KAIJO MARU"	Sunday, 19th Oct., 11 a.m.
TAKAO via SWATOW & AMOY.	Thursday, 23rd Oct., 10 a.m.
"KOTSU MARU"	Thursday, 23rd Oct., 10 a.m.
TAKAO & KEELUNG.	Thursday, 16th Oct.
"BUSHO MARU"	Thursday, 16th Oct.

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S.S. "C. LOPEZ Y LOPEZ" ... 25th Oct.

S.S. "ISLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, MOJI, and SHANGHAI.

S.S. "ISLA DE PANAY" ... 3rd Dec.

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	BATAVIA	In port	14th Oct.	SHANGHAI
TJITAROM	JAPAN	18th Oct.	19th "	BATAVIA
TJIPANAN	JAVA	19th "	23rd "	JAVA
TJIKINI	JAVA	19th "	22nd "	SHANGHAI
TJILIWONG	SHANGHAI	21st "	23rd "	MAKASSAR & SOERABAYA
TJIKARANG	BATAVIA	22nd "	26th "	SHANGHAI & NORTH CHINA
TJIBONDARI	NORTH CHINA	27th "	29th "	JAVA via BATAVIA
TJIKANDI	JAPAN	3rd Nov.	5th Nov.	BATAVIA
TJIKINI	SWATOW & AMOY	8th "	10th "	MAKASSAR & SOERABAYA
TJIBODAS	JAVA via M.S.S.R.	9th "	11th "	AMOY & SHANGHAI

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About 30th October, 1924.

Further Sailings	Expected on or about	Will leave home-ward-bound on or about
M/S. "Panama"	16th October	2nd December
M/S. "Africa"	6th November	
M/S. "Malaya"	10th December	
M/S. "Annam"	1st January	
M/S. "Australia"	2nd February	

Subject to change without notice.

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SOME WIRELESS BEAM WONDERS.

SIXTH SENSE FOR HUMANITY.

The House of Commons, by resolution, recently approved an agreement for the construction of a wireless telegraph station on the "beam" system, capable of communicating with Canada and of being extended to South Africa, India, and Australia.

[FROM "THE TIMES" CORRESPONDENT.]

In 1873, the heyday of Victoria's reign, an Englishman published some remarkable mathematical papers, in which it was established that energy travels through space in wave form and at the speed of light. Some 14 years later a young German succeeded in creating this form of energy, reflecting it and directing it at will, but only with minute effects, and by the aid of what may be termed embryo apparatus; yet this was definitely a wireless beam or ray of energy.

Eight years later, when a young Italian carried the aerial and coupled his circuits through the medium of "jiggers," the whole scientific and commercial world became interested in the possibilities of wireless telegraphy. Yet Marconi's inventions distracted attention from the beam form of transmission, because they were originally associated with long waves and consequently open transmission, which simply means that the wireless energy radiated from a centre, following the well-known, rather beautiful analogy of the surface ripples caused by a pebble dropped into still water.

But in 1916 the now mature Italian set his mind seriously to a problem that appears always to have fascinated him: the development of rays of energy on the lines of the earliest experiments, but with the deeper and more accurate knowledge that had been gained since 1887. In this work he was assisted by Mr. C. S. Franklin, and together with that infinite capacity for taking pains with which Nature has richly endowed them, they have investigated the properties of the wireless beam. Their initial successes were followed by a period of wearying and apparently barren research, which, however, has at length condensed into results that are highly satisfactory, and, apart from more serious undertakings, it may be mentioned that at present visitors to Wembley are able to inspect a small working model of the rotating beam.

USES OF ENERGY.

Energy being energy, it follows that when a beam is directed on to a certain spot and there suitably transformed either into heat or light, the resultant may be employed in various ways. For instance, every schoolboy knows that the sun's rays, condensed through a burning glass, may be made to ignite paper, boil water, etc., and there is actually near Cairo a small power plant in the form of a steam engine supplied by a sun-fired boiler. Now, the wireless ray may similarly be directed on to a certain spot, transformed and made to light a lamp, give a warning signal, or possibly ignite combustible material; it may even, under very special conditions, be directed on to the motor of an aeroplane and so bewilder the poor magnet with eddies or swirls of high-frequency current that the timing is all upset and the motor ceases to function; but this is a sober article, and we verge dangerously near the province lying between truth and nonsense. Let us deal with the work of Marconi and Franklin, about which there is no mystery, other than the natural reticence of men who prefer to talk after, rather than before, facts are accomplished.

An address was given in June, 1923, before a joint meeting of the American Radio and Electrical Engineers, while earlier, in May, a paper was read before our own institute. Both are published, and from them the reader may form an accurate idea of progress up to that time. Since then further and more important results have matured, some of which were disclosed by Senator Marconi in an address delivered before the Royal Society of Arts on July 2nd last.

It should be noted in connection with the recent epoch-making transmission of clear speech between Poldhu and Sydney, N.S.W., that in the near future it is intended to utilize a beam directed towards Sydney as being the probable solution of one of the greatest difficulties connected with trans-oceanic telephony. For the present, however, let us confine ourselves to the use of the beam in connection with pilotage and the safety of life at sea.

On the island of Inchkeith, in the Firth of Forth, the apparatus that harnesses wireless energy into a ray or beam has been installed upon a large revolving platform. During foggy weather, when the Inchkeith light is obscured, the structure slowly revolves, the apparatus is started, and two beams of wireless energy sweep the waters of the Forth. As the meridian of the beam passes through the various points of the compass there is a series of flickers, invisible to the naked eye, which are caught by a small, compact apparatus installed on a ship's bridge. This apparatus acts as eyes to the navigating officer, whose duty it is to steer the vessel, telling him, through the medium of telephones and the sound of musical notes and dashes, what is his bearing on Inchkeith.

SAFER NAVIGATION.

There is no danger so insidious or so detested by the mariner as fog, and at last science is rapidly unfolding a plan which almost adds a sixth sense to humanity, so that the navigating officer is able to discern, by direct signals, through the densest fog or foulest weather, and without any calculations, the accurate bearing of ship to lighthouse. The value of this is enhanced by the fact that, while the little apparatus in the wheel-house chirrup out the bearing of ship to lighthouse, it also indicates the approximate distance between the two.

(Continued on next Column.)

WEATHER REPORT.

October 13th at 17.32—Pressure has decreased moderately at Hakodato, Chefoo and Labuan, and, with few exceptions has increased slightly elsewhere. Weak anticyclonic areas are situated over N. Japan and the Yangtze Valley.

Hongkong rainfall for the 24 hours ending at 18 hours, Oct. 13th, 0.00 inch. Total since January 1st, 97.70 inches, against an average of 78.91 inches.

The forecast for the 24 hours ending at 18 hours, Oct. 14th is as follows—

District Forecast

Formosa Channel ... N. winds, moderate.

Hongkong to Gap Rock ... E. winds, moderate; fair.

South coast of China between Hongkong and Lamock ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG TIDE TABLE.

From Oct. 14th to 20th, 1924.

Day of Week	Day of Month	High Water		Low Water	
		H'kong, Standard Time	Height	H'kong, Standard Time	Height
Tues.	14	h. m.	ft. in.	h. m.	ft. in.
		10 16	7 1	4 1	2 2
Wed.	15	10 12	7 1	4 2	2 3
		10 57	7 0	4 2	2 3
Thurs.	16	10 38	6 6	4 3	2 4
		10 55	7 2	4 50	3 8
Fri.	17	0 25	5 5	6 8	2 6
		11 27	7 1	5 8	4 2
Satur.	18	1 25	4 9	6 55	1 7
				5 15	4 4
Sun.	19	0 3	7 0	7 53	2 9
		No inferior High		nor Low Water.	
Mon.	20	0 45	6 8	9 4	3 0
		No inferior High		nor Low Water.	

just as the eye has learned to gauge distance as well as direction.

In the light of all that science has achieved in other fields, the toll in life of such places as the Farne Islands, the Wolf Rocks, and the Mumbles is pathetic. The reflector on Inchkeith was first described in *The Times* of April 25th, 1923, and it is satisfactory to be able to report that during the past 15 months it has been working without a single hitch or breakdown. It is too much to hope that we are on the verge of the definite utilization of a ray, not newly discovered but long neglected, and now evolved by patient investigation into a veritable "Life Ray." Perhaps the time is not far distant when the rocks and headlands along our coasts, now so menacing in fog and blizzard, will be shorn of their evil reputation by the joint efforts of lighthouse engineers and their wireless colleagues.

The first boat to be fitted with the special apparatus is the *Royal Scot*, of the London and Edinburgh Shipping Company, and on Mondays and Tuesdays any reader who may be in the vicinity of the Tower will find her berthed at Hermitage Wharf, and note with interest the tiny aerials on either side of the bridge.

Those who this summer visit the pretty little resort of St. Margaret's Bay will have the opportunity of seeing the latest form of rotating beam. On the grounds of the neighbouring South Foreland lighthouse there has been erected a strange contrivance, not unlike a giant clothes-horse mounted on a turntable, and with this apparatus it is hoped to bring to a successful conclusion the long series of experiments.

It is fitting that the spot chosen to terminate this work should be the site of one of the earliest successful experiments in the history of wireless telegraphy, for it was from here on March 27th, 1899, that the first cross-Channel wireless communication was definitely established.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

BANGKOK via SWATOW	"HOFANG"	Tuesday, 14th Oct., 1 p.m.
SANDAKAN	"MAUSANG"	Tuesday, 14th Oct., 3 p.m.
SHANGHAI via SWATOW & SHANGHAI	"WAISHING"	Thursday, 15th Oct., 10 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 15th Oct., 3 p.m.
SHANGHAI via SWATOW	"FOOSHING"	Sunday, 19th Oct., 10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 19th Oct., 10 a.m.
KOBE via SHANGHAI & MOJI	"KUTSANG"	Tuesday, 21st Oct., 7 a.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday, 21st Oct., 10 a.m.
TIENTSIN	"CHEONGSANG"	Wednesday, 22nd Oct., Noon
MANILA	"YUESANG"	Saturday, 25th Oct., 11 a.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 1st Nov., 3 p.m.

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"GLENAGARY"	In Port	"GLENAGARY"	24th Oct.	London, Rotterdam & Hamburg.
"GLENAGARY"	20th Oct.	"GLENAGARY"	12th Nov.	London, Rotterdam & Hamburg.
"GLENAGARY"	13th Nov.	"GLENAGARY"	8th Dec.	London, Rotterdam & Hamburg.
"GLENAGARY"	27th Nov.			

Movements are subject to change without notice.

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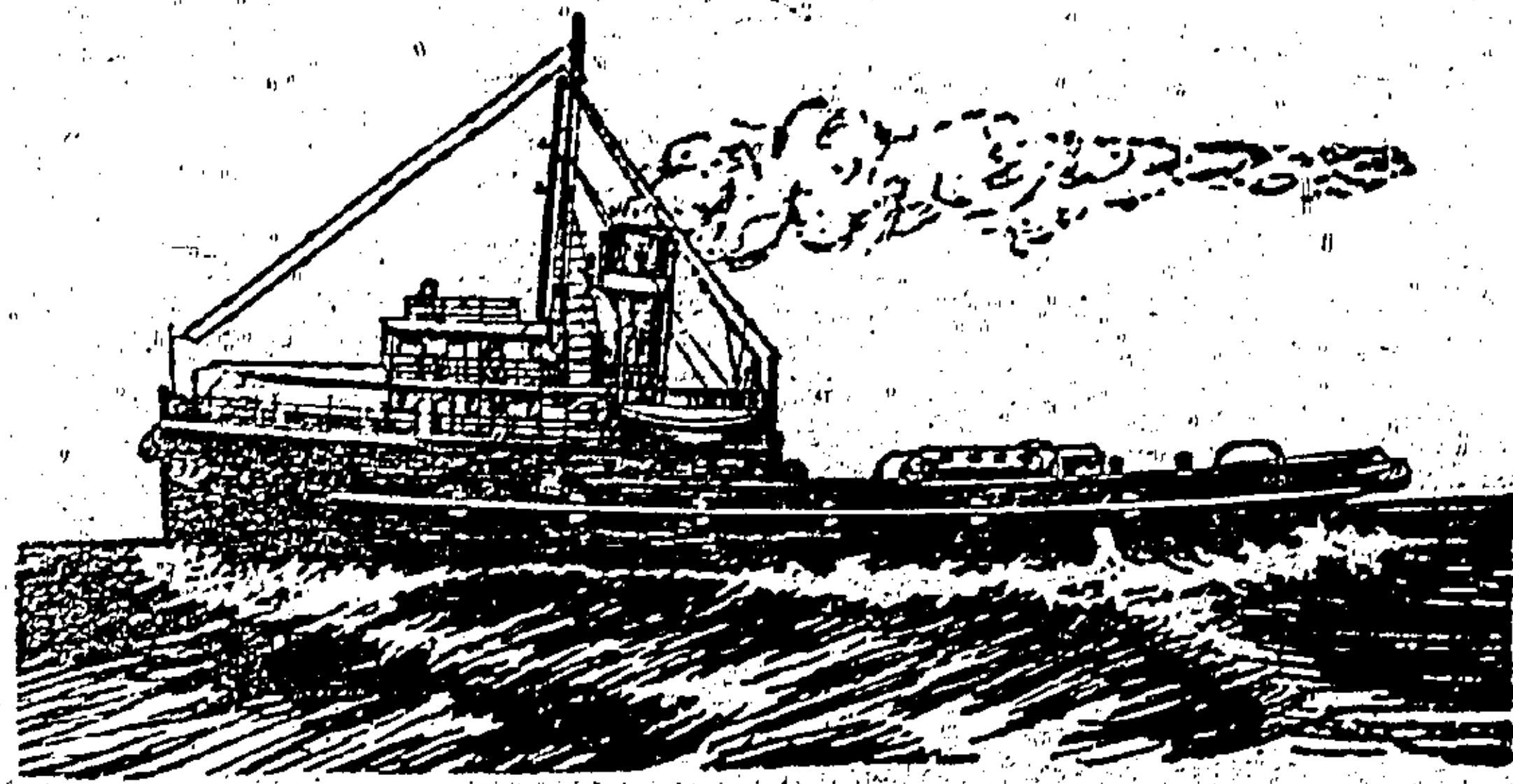
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SHIPPING NEWS.

ARRIVALS.

October 12th.

Lai Sang, British str., 2,220 tons, Capt. C. W. Falk, from Singapore, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Tsushima Maru, Japanese str., 4,915 tons, Capt. S. Shiratori, from Melbourne and Manila, the former port she left on September 18th, and the latter on October 10th, with a general cargo, lying at buoy No. 43.—N.Y.K.

Kinghorn, British str., 3,527 tons, Capt. C. H. Wilson, from Liverpool and Singapore, she left Liverpool on September 6th and Singapore on October 7th, with a general cargo, lying at Holt's wharf.—B. & S.

President Hayes, American str., 6,195 tons, Capt. Fred E. Anderson, from London, Rotterdam and Hamburg, lying at Kowloon wharf.—Dollar S.S. Co.

Tain, British str., 1,351 tons, Capt. C. Harris Walker, from Singapore and Amoy, with a general cargo, lying at buoy No. 43.—B. & S.

Tjumen, Dutch str., 2,510 tons, Capt. D. Pals, from Batavia, with a general cargo, lying at buoy No. 43.—J.C.M.

Yamato, British str., 651 tons, Capt. Kwok Shun, from Hongkong, with a general cargo, lying at buoy No. 43.—Yan Wai & Co.

October 13th.

Dushu Maru, Japanese str., 1,503 tons, Capt. U. Okubo, from Saigon, with a cargo of rice, lying at buoy No. 43.—O.S.K.

Empress of Asia, British str., 8,259 tons, Capt. L. D. Douglas, from Shanghai, which port she left October 11th, with a general cargo, lying at Kowloon wharf.—C.P.O.S. Ltd.

Shanghai Maru, British str., 3,439 tons, Capt. G. Rogers, from London, which port she left on September 6th, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.

Hai Hong, British str., 1,270 tons, Capt. Ellis Walker, from Fouchow, with a general cargo, lying at Douglas wharf.—Douglas, Laprak & Co.

Helland, Norwegian str., 1,091 tons, Capt. Th. Radvig, from Bangkok, with a general cargo and rice, lying at buoy No. 43.—Thorsen & Co.

Lei Sang, Portuguese str., 1st tons, Capt. J. A. de Lemos, from Kowloon, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Indochine, British str., from Canton, lying at buoy No. 43.

Salmon, British str., 2,225 tons, Capt. E. Rowland, from Shanghai, with a general cargo, lying at Admiralty wharf.—Bank Line.

Takaka Maru, Japanese str., 1,294 tons, Capt. T. Ishigaki, from Koshu and Swatow, with a cargo of coal, lying at buoy No. 43.—Y.K.K.

Wahsing, British str., 1,170 tons, Capt. D. R. Kilmer, from Singapore and Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

CLEARANCES.

October 12th.

Ancho, for Saigon.

Kujun Maru, for Canton.

Lopez y Lopez, for Yokohama.

Sinkung, for Swatow.

Sunang, for Canton.

Taiyuan, for Hoilo.

October 13th.

Grampian, for Canton.

Huay, for Kwang Chow Wah.

Ho Sang, for Singapore.

Huyang, for Swatow.

Kashio, for Manila.

Lai Sang, for Kobe.

Michiko Maru, for Nagasaki.

Mingchow, for Shanghai.

Philippines, for Kobe.

Portless, for Shanghai.

President Hayes, for Manila.

Takaka Maru, for Canton.

Taiyuan, for Canton.

Tain, for Amoy.

Wahsing, for Canton.

Yei Hong, for Canton.

PASSENGERS.

ARRIVALS.

Per *ss. Hai Hong*, on October 13th: Mr. Graves and Mr. E. A. Parker.

Per *Dollar ss. President Hayes*, on October 13th: For Hongkong: Mr. A. B. Barlett, Mr. and Mrs. R. Butler, John William Lee, Han Leung, Wm. A. Quin, Antonio Quin, Miguel Quin, Alfonso Quin, Estela Quin, Alfonso Quin, Jr., Antonio Quin, Arturo Quin, Liang Song Te, Wah Pow Young, Carlos Zamora, Mr. S. de Zafuran.

Per *N.Y.K. ss. Michiko Maru*, from Australia, on October 12th: Mrs. M. S. Adam, Mr. R. H. Noack, Miss R. M. Knuckey, Mr. F. L. Bruce, Mrs. C. R. Bruce, Master W. Bruce, Miss H. Bruce, Prof. D. S. Adam, Mr. F. A. Hooley, Mr. and Mrs. A. F. McKenny and son, Mr. J. D. Matthews, Miss J. D. Matthews, Miss J. Matthews, Mrs. B. Roy, Miss A. E. Sellers, Mr. J. P. Somerville, Dr. C. R. Wagner, Mr. Tan Yung, Capt. R. Turnbull, Mrs. Yu Chy Jun, Mr. Ong Chiat Lay, Mrs. Sang Yock, Miss Ong Lian Jun, Miss Ong Dian Fuy, Mr. D. Templeton, Rev. L. Robert, Mr. G. O. Tapper, Mrs. M. A. Tapper, Miss D. M. Tapper, Mr. T. F. Vaddell, Mr. H. A. Paterson, Mr. S. Rie, Mr. F. Rodriguez, Mr. E. Moer, Mr. J. A. M. Limfay, Mrs. G. Brun and two children, Mr. W. G. Duffield, Mrs. C. Spitta, Mr. C. Ellis, Mrs. A. Ellis.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BUENOS AIRES via SINGAPORE, &c.	<i>Awa Maru</i>	Jap.	Nippon Yusen Kaisha	On 7th Nov.
NEW YORK & BOSTON	<i>Mothers Prince</i>	Brit.	Fraser Line	On 10th Nov.
BOSTON NEW YORK & BALTIMORE via SUEZ	<i>Calchas</i>	Brit.	The Bank Line, Limited	On 10th Nov.
SAN FRANCISCO via SHAL & JAP. PORTS & Hlv	<i>President Taft</i>	Am.	Pacific Mail S.S. Co.	On 22nd inst., 10 a.m.
SAN FRANCISCO &c.	<i>West Chopaka</i>	Am.	Struthers & Barry	On 14th inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	<i>Empress Asia</i>	Brit.	Canadian Pacific O. S. Ltd.	On 23rd inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	<i>Iyo Maru</i>	Jap.	Nippon Yusen Kaisha	On 15th inst., D.L.
VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c.	<i>Alabama Maru</i>	Jap.	Ozaka Shosen Kaisha	On 22nd inst.
VICTORIA, SEATTLE & VANCOUVER	<i>Talhybins</i>	Brit.	Butterfield & Swire	On 8th Nov.
SEATTLE & VICTORIA, via SHAL, KORE & YOKOHAMA	<i>President Jefferson</i>	Am.	Admiral Oriental Line	On 18th inst.
MARSEILLES, LONDON, ANTWERP & ROTTERDAM	<i>Peshawar</i>	Brit.	P. & O. B. I. & A. L.	On 19th inst.
MARSEILLES, &c.	<i>Amazon</i>	Brit.	Messageries Maritimes	On 23rd Nov.
MARSEILLES, &c.	<i>Chautilly</i>	Brit.	Messageries Maritimes	On 20th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	<i>Portico</i>	Brit.	Messageries Maritimes	On 9th Nov.
MARSEILLES, LONDON, ANTWERP, K'ang & HAMBURG	<i>Atsuta Maru</i>	Jap.	Nippon Yusen Kaisha	On 22nd inst., 11 a.m.
GENOA, HAYRE, LIVERPOOL & GLASGOW	<i>City of Glasgow</i>	Brit.	The Bank Line, Ltd.	On 5th Nov.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	<i>Tylius</i>	Brit.	Butterfield & Swire	On 30th inst.
MARSEILLES, LONDON, ROTTERDAM & ANTWERP, &c.	<i>Trier</i>	Brit.	Melchers & Co.	On 18th inst.
LONDON, ROTTERDAM & HAMBURG	<i>Patroclus</i>	Brit.	Butterfield & Swire	On 31st inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	<i>London Maru</i>	Jap.	Ozaka Shosen Kaisha	On 4th Nov.
AMSTERDAM, ROTTERDAM & HAMBURG	<i>Glenogle</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
AMSTERDAM, ROTTERDAM & HAMBURG	<i>Oostkerk</i>	Brit.	Java-China-Japan-Lijn	On 31st inst.
BOMBAY via SINGAPORE & COLOMBO	<i>Trier</i>	Brit.	Hunter Brookmann & Co.	About 15th inst.
STRAITS & CALCUTTA	<i>Morioka Maru</i>	Jap.	Nippon Yusen Kaisha	On 29th inst.
SINGAPORE, PENANG & CALCUTTA	<i>Laisang</i>	Jap.	Jardine, Matheson & Co., Ltd.	On 1st Nov., 3 p.m.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	<i>Takada</i>	Jap.	P. & O. B. I. & A. L.	On 30th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	<i>Sicilia</i>	Jap.	P. & O. B. I. & A. L.	On 29th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	<i>Sardinia</i>	Jap.	P. & O. B. I. & A. L.	On 29th inst.
SINGAPORE & BELAWAN-DELL	<i>Van Overstraten</i>	Dut.	Java-China-Japan-Lijn	On 23rd inst.
BRINDISI, VENICE & TRIESTE	<i>Foris</i>	Brit.	Butterfield & Swire	On 14th inst., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	<i>Belknap</i>	Brit.	Butterfield & Swire	About 17th inst.
HONGKONG via HONGKONG & HANKOW	<i>Takaka Maru</i>	Jap.	Nippon Yusen Kaisha	On 14th inst., 3 p.m.
KAILUNG via SWATOW & AMOY	<i>Obukawa Maru</i>	Jap.	Yamashita Kisen Kaisha	On 14th inst., 11 a.m.
SANDAKAN	<i>Mausang</i>	Jap.	Jardine, Matheson & Co., Ltd.	On 23rd inst.
AUSTRALIAN PORTS via MANILA	<i>Yoshino Maru</i>	Jap.	Nippon Yusen Kaisha	On 18th inst., 10 a.m.
AUSTRALIAN PORTS	<i>St. Albans</i>	Brit.	P. & O. B. I. & A. L.	On 23rd inst.
AUSTRALIAN PORTS	<i>Changsha</i>	Brit.	Butterfield & Swire	On 8th Nov.
SHANGHAI, KORE & YOKOHAMA	<i>Wakasa Maru</i>	Jap.	Nippon Yusen Kaisha	On 14th inst.
TIENTSIN via SWATOW & SHANGHAI	<i>Wahsing</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 16th inst., 10 a.m.
SHANGHAI, MOI & KORE	<i>Alma</i>	Brit.	P. & O. B. I. & A. L.	On 18th inst.
SHANGHAI, MOI & KORE	<i>Taina</i>	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
MOI & KORE	<i>Duchess D'Acosta</i>	Dut.	Dodwell & Co., Ltd.	About 30th inst.
YOKOHAMA, KORE & MOI	<i>Tjumen</i>	Dut.	Java-China-Japan-Lijn	About 14th inst.
SEANOUAI	<i>Eastern</i>	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
MOI & KORE	<i>Taina</i>	Brit.	P. & O. B. I. & A. L.	On 24th inst.
YOKOHAMA, KORE, NAGASAKI & SHANGHAI	<i>Isla de Panay</i>	Span.	Botelho Bros.	On 3rd Dec.
JAPAN PORTS	<i>Celebes Maru</i>	Jap.	Ozaka Shosen Kaisha	On 15th inst.
TIENTSIN	<i>Changsha</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 22nd inst., Noon
BATAVIA	<i>Yoshino Maru</i>	Jap.	Java-China-Japan-Lijn	About 15th inst.
CALCUTTA, SINGAPORE & RANGOON	<i>Hague Maru</i>	Jap.	Ozaka Shosen Kaisha	On 26th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	<i>Eske Gilpen</i>	Brit.	Pacific Mail S.S. Co.	On
HONGKONG via HONGKONG	<i>Mingsang</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst., 10 a.m.
AMOI, SWATOW & SINGAPORE	<i>Tess</i>	Brit.	Butterfield & Swire	On 14th inst., D.L.
SWATOW & BANGKOK	<i>Kagan</i>	Brit.	Butterfield & Swire	On 14th inst., Noon
SWATOW, AMOY & POOCHOW	<i>Hai-hong</i>	Brit.	Douglas Laprak & Co.	On 14th inst., 3 p.m.
SWATOW, AMOY & POOCHOW	<i>Hai-fong</i>	Brit.	Douglas Laprak & Co.	On 18th inst., 1 p.m.
MANILA	<i>Empress Asia</i>	Brit.	Canadian Pacific O. S. Ltd.	On 15th inst.
MANILA via AMOY	<i>Sunang</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst., 3 p.m.
MANILA, SINGAPORE, COLOMBO, &c.	<i>Frederic Grant</i>	Am.	Admiral Oriental Line	On 21st inst.
MANILA, SINGAPORE, COLOMBO, &c.	<i>Q. Lopez y Lopez</i>	Span.	Botelho Bros.	On 23rd inst.
MANILA, BANGKOK, SINGAPORE, ZAMBOANGA & Cebu	<i>West Cajot</i>	Brit.	Struthers & Barry	On 20th inst.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD
HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT TAFT" ... Wednesday, October 22nd, at 10 a.m.
S.S. "PRESIDENT WILSON" ... Wednesday, November 5th, at 10 a.m.
S.S. "PRESIDENT LINCOLN" ... Wednesday, November 13th, at 10 a.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE
LOS ANGELES		GRAND CANYON
SALT LAKE		FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NILGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT WILSON" ... Sunday, October 28th, at Noon
S.S. "PRESIDENT LINCOLN" ... Sunday, November 3rd, at Noon

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO." Tel. Central 141, Canton Agents: 2122, HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.2405, G.2420, G.2440

TYO MARU (Nagasaki Direct) ... Wednesday, 15th Oct., at D.L.

SEIZUOKA MARU ... Thursday, 4th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

ATSUBA MARU ... Wednesday, 22nd Oct., at 11 a.m.

KASHIMA MARU ... Wednesday, 5th Nov.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... Monday, 10th Nov.

LIVERPOOL via MARSEILLES & VALENCIA.

TSUSHIMA MARU (Calla Barcelona & Valencia) Tuesday, 21st Oct.

TATIMA MARU (Calla Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila Ports.

YOSHINO MARU ... Thursday, 18th Oct., at 11 a.m.

MISEIMA MARU ... Wednesday, 12th Nov.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU (Calla Port E. & Delagoa B.) Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

MORIOKA MARU ... Wednesday, 29th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Saturday, 18th Oct.

JAVA & CALCUTTA via Batavia.

NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA.

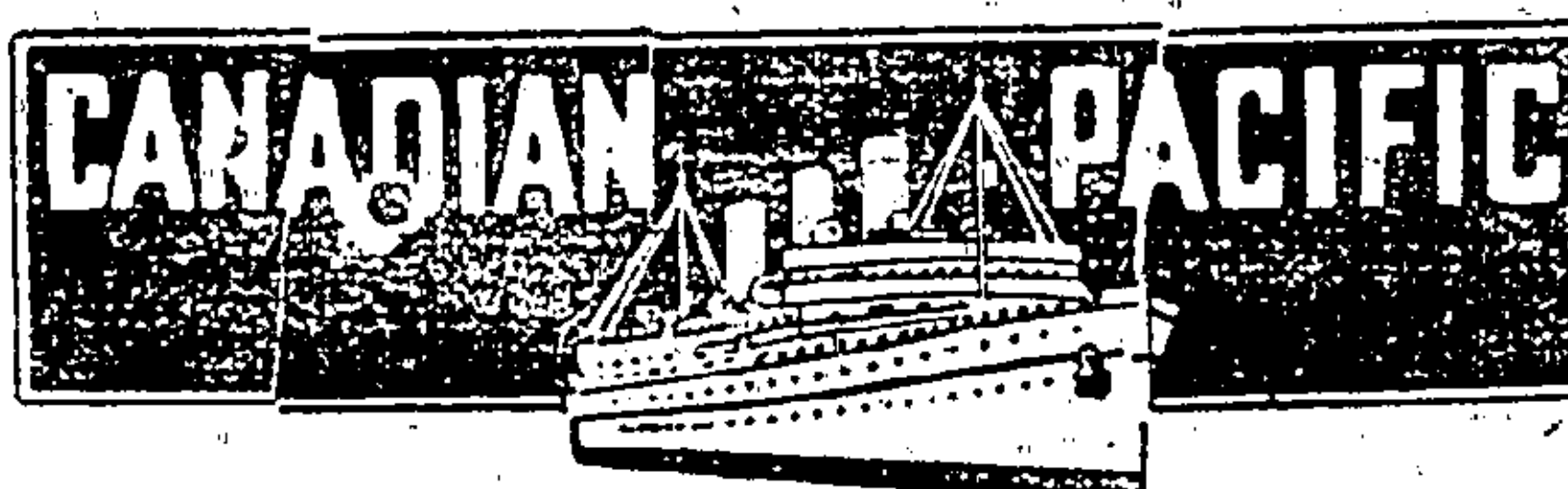
WAKASA MARU ... Tuesday, 14th Oct.

ARI MARU ... Friday, 17th Oct.

SUWA MARU ... Tuesday, 21st Oct.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422, Y. YAMAMOTO, Manager.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Montreal	Due England
Empress Asia	Oct. 23 Nov. 10	Empress Scotland	Nov. 19 Nov. 26
Empress Canada	Nov. 8 Nov. 24	Montclair	Dec. 5 Dec. 12
Empress Russia	Nov. 20 Dec. 8	Montclair	Dec. 16 Dec. 23

Pacific Sailing schedule for Next Spring on application.

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary.

Two Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.

From Hongkong	Due Manila	From Manila	Due Hongkong
Oct. 15	Oct. 17	EMPEROR ASIA	Oct. 18
Oct. 22	Oct. 24	EMPEROR CANADA	Oct. 25
Nov. 12	Nov. 14	EMPEROR RUSSIA	Nov. 15

Passenger Department: Tel. 752. Freight and Express: Tel. 42.

Cables: GACANPAC. Cables: NAUTILUS.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE, PENANG & BELAWAN-DELL DIRECT

23rd October, 1924.

1st Class Fare to Singapore—\$100.

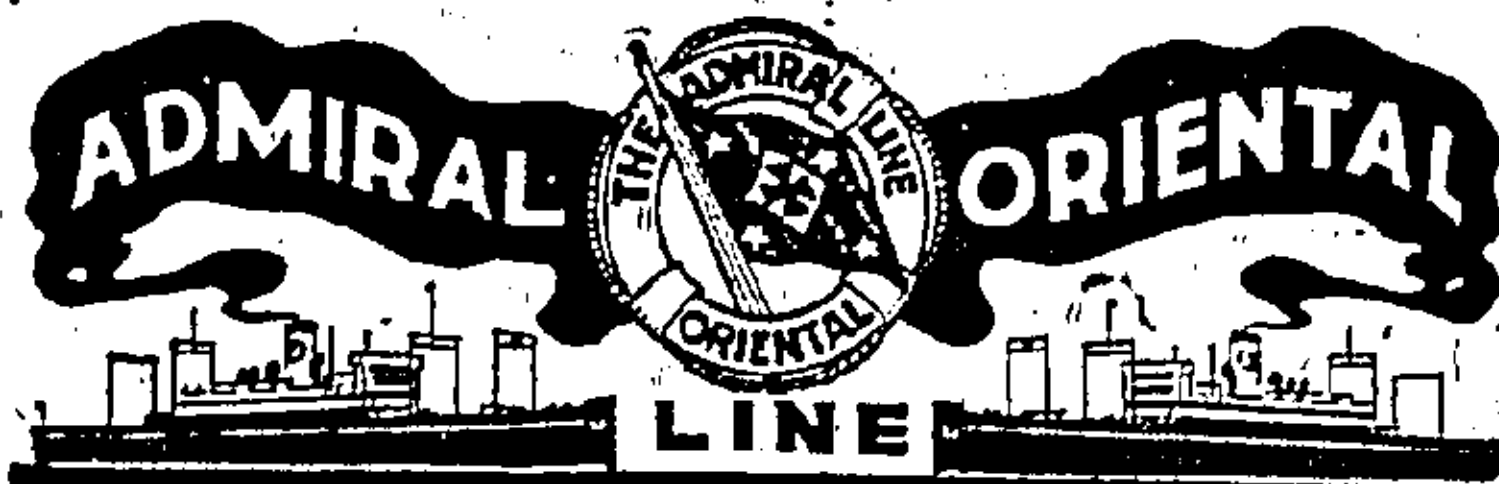
This vessel offers excellent saloon accommodation. All lower berths. Doctor carried. English cuisine. Wireless telegraph. In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to all destinations in the Netherlands East Indies.

For Freight and Passage, apply to—

JAVA-CHINA-JAPAN-LYN.

Agents

Telephone Central No. 1574. YORK BUILDING, CHATER ROAD.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

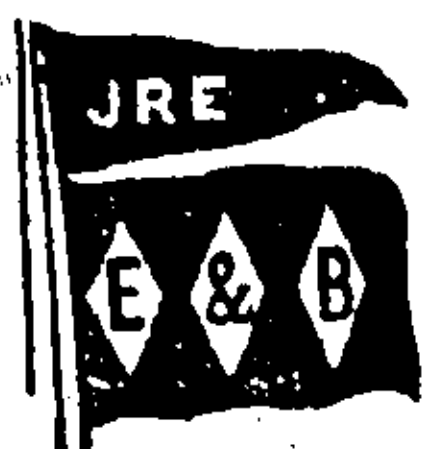
SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JEFFERSON"	... Oct. 18th.
"PRESIDENT GRANT"	... Oct. 30th.
"PRESIDENT MADISON"	... Nov. 11th.
"PRESIDENT MONROE"	... Nov. 23rd.
"PRESIDENT JACKSON"	... Dec. 5th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

ELLERMAN &
BUCKNALLSTEAMSHIP
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF GLASGOW" ... 5th Nov. ... Mars. L'don, A'werp, E'dam & Hamburg

PASSENGER SERVICE.

"CITY OF LAHORE"	28th Oct.	Shanghai and Japan.
"CITY OF LAHORE"	4th Dec.	Marseilles, London, etc.
"CITY OF KARACHI"	28th Oct.	Do.
"CITY OF KARACHI"	1st March.	Do.
"CITY OF KARACHI"	11th April.	Do.
"TRAFFORD HALL"		

FARES TO LONDON.

Single 1st Class "A" ... 28s. "B" ... 24s. Single 2nd Class "A" ... 16s. "B" ... 12s.
Cargo Steamer, Saloon Passage—£68.

For further particulars, apply to—

"THE BANK LINE, LTD.

(Tel. Central 739).

HOLYOAK, MASSEY & Co., Ltd., Canton.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD. AND "CHINA MUTUAL S.S. CO., LTD."

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"CITY OF RANGOON"	via Suez Canal	31st Oct.
"KOSMO"	via Suez Canal	31st Oct.
"CALOHA"	via Suez Canal	10th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	11th Sept.	13th Oct.	25th Oct.
PORTO	25th Sept.	28th Oct.	9th Nov.
AMAZONE	9th Oct.	11th Nov.	23rd Nov.
ANGKOR	23rd Oct.	25th Nov.	7th Dec.
ANGERS	6th Nov.	9th Dec.	21st Dec.
PAUL LECAT			4th Jan., 1925

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 2 95. 0s. 0d.	B CLASS (1st Class) ... 2 83. 0s. 0d.
STEAMERS (2nd) ... 2 68. 0s. 0d.	STEAMERS (2nd) ... 2 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

loading for HAVRE, ANTWERP

& DUNKIRK about.
s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of October.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. Ellis Walker	Tuesday, 14th Oct.	at 3 p.m.
HAICHONG	Capt. A. H. Stewart	Thursday, 16th Oct.	at 2 p.m.
HAIFONG	Capt. S. L. Farnhill	Saturday, 18th Oct.	at 1 p.m.
HAICHING	Capt. W. C. Passmore	Tuesday, 21st Oct.	at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

s.s. "MOORISH PRINCE"	...	20th November.
s.s. "CELTIC PRINCE"	...	1st December.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165.
Telegrams Furnesprao.(Incorporated in Great Britain)
King's Building.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MOREA"	10,911	18th Oct. Noon	Marseilles & London
"PESHAWAR"	7,834	19th Oct.	Mars. London, Antwerp & Rotterdam
"SICILIA"	8,812	29th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,005	1st Nov.	Mars. London & Antwerp.
"MALWA"	10,941	15th Nov.	Marseilles & London
"SARDINIA"	8,684	26th Nov.	S'pore, Penang, Colombo & B'way.
"KARMAIA"	8,098	28th Nov.	Mars. London & Antwerp
"MANTUA"	10,902	12th Dec.	Marseilles & London
"BOUDAN"	8,696	24th Dec.	S'pore, Penang, Colombo & B'way.
"KHIVA"	9,135	27th Dec.	Marseilles, L'don. & A'werp

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,812	31st Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	8,118	24th Jan.	Mars. London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London
"KASHGAR"	8,983	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMAIA"	8,098	18th Apr.	Mars. L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TAKADA"	8,948	30th Oct.	Singapore, Penang & Calcutta
"TILMA"	10,000	12th Nov.	do.
"TILAWA"	10,000	27th Nov.	do.
"TAIRA"	8,500	7th Dec.	do.
"TAKLIWA"	8,500	19th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday Island, Fowey, Brisbane, Sydney & Melbourne
"EASTERN"	4,000	26th Nov.	do.
"ANAFURA"	8,000	31st Dec.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"TALMA"	10,000	24th Oct.	Moji & Kobe.
"KARMAIA"	8,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	7th Nov.	Moji & Kobe.
"SARDINIA"	8,684	1st Nov.	Shanghai, Moji & Kobe.
"TILAWA"	10,000	8th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"TAIRA"	8,500	18th Nov.	Kobe.
"KHIVA"	9,135	26th Nov.	Shanghai, Moji & Kobe.
"BOUDAN"	8,696	28th Nov.	do.
"KASHGAR"	8,983	28th Nov.	Kobe only.
"TAKLIWA"	8,500	22nd Dec.	Moji & Kobe.
"MACEDONIA"	11,089	6th Dec.	Shanghai, Moji & Kobe.
"TAKADA"	8,948	13th Dec.	Moji & Kobe.
"KALYAN"	8,118	16th Dec.	Shanghai, Moji & Kobe.
"SICILIA"	8,812	27th Dec.	do.

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHGAR"	8,983	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	9,005	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMAIA"	8,098	21st Mar.	do.
"MACEDONIA"	11,089	2nd Apr.	do.
"KHIVA"	9,135	17th Apr.	do.
"MOREA"	10,911	1st May	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
22, Des Vaux Road Central, HONGKONG.

CHINA NAVIGATION CO., LIMITED.

Port	Sailings SUBJECT TO ALTERATIONS.	Steamers	Date of Departure	D.L.
AMOY, SWATOW & SINGAPORE	"TEAN"	...	On 14th Oct.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	...	On 14th Oct.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	...	On 14th Oct.	8 p.m.
AMOY & SHANGHAI	"SUNNING"	...	On 14th Oct.	4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUNGHOW"	...	On 18th Oct.	2:30 p.m.
SWATOW & SHANGHAI	"SZECHOW"	...	On 18th Oct.	Noon
SEANGHAI & TUNGSHAO	"CHENAN"	...	On 18th Oct.	10 a.m.
HOIHOW & BANGKOK	"SOOCHOW"	...	On 18th Oct.	2:30 p.m.
SWATOW & SHANGHAI	"SHANTUNG"	...	On 21st Oct.	D.L.
AMOY & SHANGHAI	"KIUNGCHOW"	...	On 21st Oct.	Noon
SWATOW & SINGAPORE	"KWANGTUNG"	...	On 21st Oct.	2:30 p.m.
SWATOW & BANGKOK	"SUIYANG"	...	On 23rd Oct.	2:30 a.m.
SHANGHAI & SHANGHAI	"LUCHOW"	...	On 25th Oct.	Noon

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong about	Sails for Manila, Port Rango & Aus. Ports about
"UHANGSEA"	2nd November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

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